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### OUR LONDON LETTER.

BETTING TAX BARRED BY THE  
CHANCELLOR.  
THE PRINCE OF WALES AND  
STEEPLECHASING.

[FROM OUR OWN CORRESPONDENT.]

LONDON, April 26th.

WHAT WOULD A BETTING TAX RAISE?

The Chancellor of the Exchequer has stated cleverly over the thin ice of the proposed tax on betting. To have boldly included it in his Budget would have raised the question of opinion usually designated the "Nonconformist Consensus" and there would have been a babel of protests from all sorts and conditions of people with bees in their bonnets who regard racing as sinful and look upon the man who backs his fancy as well on the way down the slippery slope that leads to perdition. Mr. Baldwin had enough difficulties on hand without asking for trouble in this way, and accordingly, while he seemed willing to toy with the idea of a betting tax which was generally approved by the Press, he announced that before coming to a decision the whole subject should be investigated by a Select Committee. Thus the matter has been shelved till a more convenient season, or it may be altogether.

Since the suggestion was first brought forward as a means of raising revenue, statements have been current that a very large sum would be obtained. It was freely stated that from 20 to 25 million pounds sterling would be netted by the Exchequer. But I learn that at a private meeting of the Turf Guardian Society, held this week, this estimate was ridiculed. The Society, which includes all the leading bookmakers and racing men in the country, is of opinion that at most a couple of millions would represent the utmost yield of a tax on betting.

It is interesting to know that in the opinion of the Secretary, Mr. W. J. Randall, the proposed scheme would be quite impracticable. There is the difficulty of collecting the tax. He states that it is a mistaken impression that bookmaking is an invariable road to fortune. Bookmakers contract heavy losses. This was proved by the experience of officers who started in the business after the war and came to grief. Still, we shall learn more about the mysteries of making a book on a race when the Select Committee gets to work. A fund is being raised in the sporting world to ensure that the case on behalf of bookmakers and racing men is properly presented; and it will be all to the good if a demand for the holding of the inquiry in the presence of newspaper reporters is granted.

### THE PRINCE OF WALES.

In a recent article I referred to the Prince of Wales's passion for steeplechasing, and to the fears that were being expressed in private among racing and hunting men regarding his safety. It struck many people who had seen him in the saddle going across country that it was too risky for the Heir Apparent to take part in some of the meetings. An intimation has been given this week on the subject that will afford great satisfaction to the Prince's admirers at home and abroad. It is to the effect that he will not in future ride at steeplechase meetings which are of such a spectacular character as to make it worth while for the crack professional jockeys to take part.

The Prince of Wales is quite fearless himself, and has always been keen to pit his horsemanship against the best riders, but the risk inseparable from this form of sport to one in his position is obvious. It is understood that His Majesty the King promised to confine himself to forms of cross-country riding which, although less dramatic and exciting, will be infinitely safer as regards life and limb than some of the racing fixtures he took part in last season.

### THE WEMBLEY STADIUM.

The final for the English Cup between West Ham and Bolton Wanderers next Saturday will, whatever the result of the match, be in a sense historic. It is being played on the ground of Wembley Stadium, and is the first football match to be decided there. The arena is the largest in the world, as I learn from a generous supply of facts and figures which I have received about this latest temple to organised athletics. There is accommodation for 125,000 spectators—34,285 seated and 90,815 standing, with a perfect view of all parts of the ground. The external wall is half-a-mile round, so that the Stadium is, as a Bible student friend informs me, as big as the Biblical city of Jericho.

But figures and details about dimensions are tedious reading, although impressive enough sometimes, as in the present instance when one learns that there are forty miles of terracing from which the spectators can look down on everything going on in the arena. Another way of expressing the sense of bigness is to say you could put the Royal Albert Hall inside the famous Colosseum of Rome and the Colosseum into the Stadium. The running track for great athletic meetings in the future is a quarter of a mile round, and there is also what is not to be found in any other athletic ground in Europe—a 220 yards straight.

### AMERICANS IN LONDON.

Americans are to be seen already in London in large numbers, but they are only the vanguard of the army of visitors from the other side of the Atlantic whose coming has been announced. Last year it was estimated that a hundred thousand Americans came to London but for the ensuing Summer the hotels, tourist agencies, and entertainment trades are laying their plans in expectation of a host twice that number. The really heavy rush will not reach its height until about July. The reason so many are now here is due to the desire of those early arrivals to assist spectators at the big event of the social season, the wedding of the Duke of York.

In connection with the American invasion, as it is called, the English-speaking Union is doing a valuable work. The headquarters are in Trafalgar Buildings, Charing Cross, where there is a kind of club, with reception, reading, and refreshment rooms. The visitors are enabled to meet fellow-countrymen there and also to obtain advice and assistance in respect of an immense variety of subjects, from the planning of a motor tour through Great Britain to introductions to notable people. Recently a party of Americans were able to see some of the most beautiful private residences in the West End through the good offices of the Union; and the other afternoon a party were

taken to the Houses of Parliament, where they had for their guide Mr. Ronald McNail, the Under Secretary of State for Foreign Affairs.

The underlying idea of the Union is to give the Americans who come here an opportunity to get into personal touch with English people, and learn something more than can be obtained from a guide book about English habits and customs. To this end Americans who want to see for themselves English home life are able to find hospitable acquaintances through the Union.

### WEDDING BELLS.

At the time of writing this article I can hear the wedding bells for the marriage of the Duke of York and his bride. The national pleasure in the happy event is so genuine that it challenges attention; and, of course, there cannot be a better proof of the deep affection of the people for the Royal Family, who have maintained the most honoured traditions of the Throne while at the same time giving proofs of their devotion to the welfare of the Empire.

The Duke of York has finely earned the reputation of being as keen to render public service as he is apt in the performance of it. His mastery of many sports has also endeared him to the British people, whose admiration of pluck and hardihood is ingrained. I believe that the general feeling about the match is that it is a union that typifies the relation of the Royal Family to the King's subjects.

### TRANS-ATLANTIC MAILS.

Business firms both in this country and in America have been annoyed for a considerable time at the delays and uncertainties experienced in respect of the transatlantic mail service. It seems that a system of boycotting ships is going on by the postal authorities on both sides. The explanation given in London is that ever since the war the American post office has discriminated in favour of American ships with the result that the mail service has suffered. By way of illustration, it is stated that a few weeks ago the *Olympic*, which is fitted to do the journey from New York to Southampton in six days, sailed with scarcely any mails because an American ship was due to sail the following day. The American ship carried the mails, but took nine days to make the passage as compared with the six of the British vessel, and the total delay was obviously four days. Sometimes the American postal authorities hold back the mails for a couple of days in order to send them by an American ship.

On this side the British authorities are retaliating by avoiding American liners for the mail service from England. This is done as a protest against American discrimination. But there is, in addition, the perfectly good reason that the British ships are faster. In the result, mails are delayed, with consequent dissatisfaction among business people. The matter is, of course, of interest to interests in the Far East using the postal route across America. An improvement is promised in a situation which is admittedly unsatisfactory, but it is not exactly clear how this can be effected so long as the postal authorities on both sides of the Atlantic are at loggerheads.—H.H.

### "BLUDGER BILL."

LIFE STORY OF A SUPER SWINDLER.

William Warren, who was recently arrested in Paris while on his way into the city in a luxuriously appointed motor-car, the cushions of which were stuffed with bank notes of the value of £20,000, is one of the best known confidence tricksters in the world, says a London paper.

He is known to the police of many countries as "Bludger Bill," and his reputation as a swindler extends to many European countries as well as to Australia and New Zealand.

His exploits both in England and all over the Continent read like romantic fiction. His most successful bait was what is called the safe investment betting system, by means of which, so he told his dupes, it was impossible to lose.

Wealthy men believed him and joyfully made out cheques in his favour, not for hundreds but for thousands of pounds. This swindler was born in Christchurch, New Zealand, and came to this country twenty-two years ago. He was ill-educated and uncouth, and yet he managed to mix in what is called good society.

He stayed at the best hotels—his personal expenses were at one time £100 a day—and he also had a flat at Kensington with Louis Quinze furniture and servants in livery. He played the role of a self-made man who had heaps of money and an honest desire to increase materially, everybody's bank balance.

He left London for the Continent in the spring of 1921 and has not been back since. The reason for his departure was that one of his victims, Mr. Archibald James Wall, a merchant carrying on business in Portugal and England, succeeded in the High Court in obtaining judgment for £15,000 which Warren had induced him to part with, by telling him what enormous wealth could be made out of the safe investment system of horse racing. The court decided that Warren had obtained the money by fraud, and "Bludger Bill" fled the country.

He went into the witness-box and denied that he had been convicted in Australia or that he was ever known as "Bludger Bill."

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MAY 28th, 1923.

|                     |       |      |       |    |
|---------------------|-------|------|-------|----|
| Douglas Steamships  | ..... | 5    | 65    | a. |
| Steamboats          | ..... | 5    | 40    | b. |
| "Star" Ferries      | ..... | 5    | 52    | b. |
| Langkats (Combined) | ..... | 11s. | 32    | b. |
| Kowloon Wharves     | ..... | 5    | 172   | a. |
| Whampoa Docks       | ..... | 5    | 153   | b. |
| Shanghai Docks      | ..... | 11s. | 100   | a. |
| Hongkong Lands      | ..... | 5    | 372   | a. |
| Central Estates     | ..... | 5    | 460   | a. |
| Hongkong Hotels     | ..... | 5    | 26    | a. |
| Cements             | ..... | 5    | 27.60 | b. |
| Dairy Farms         | ..... | 5    | 253   | b. |
| Watsons             | ..... | 5    | 181   | b. |
| Hongkong Trams      | ..... | 5    | 23    | b. |

5—buyers; s—sellers; a—sales.

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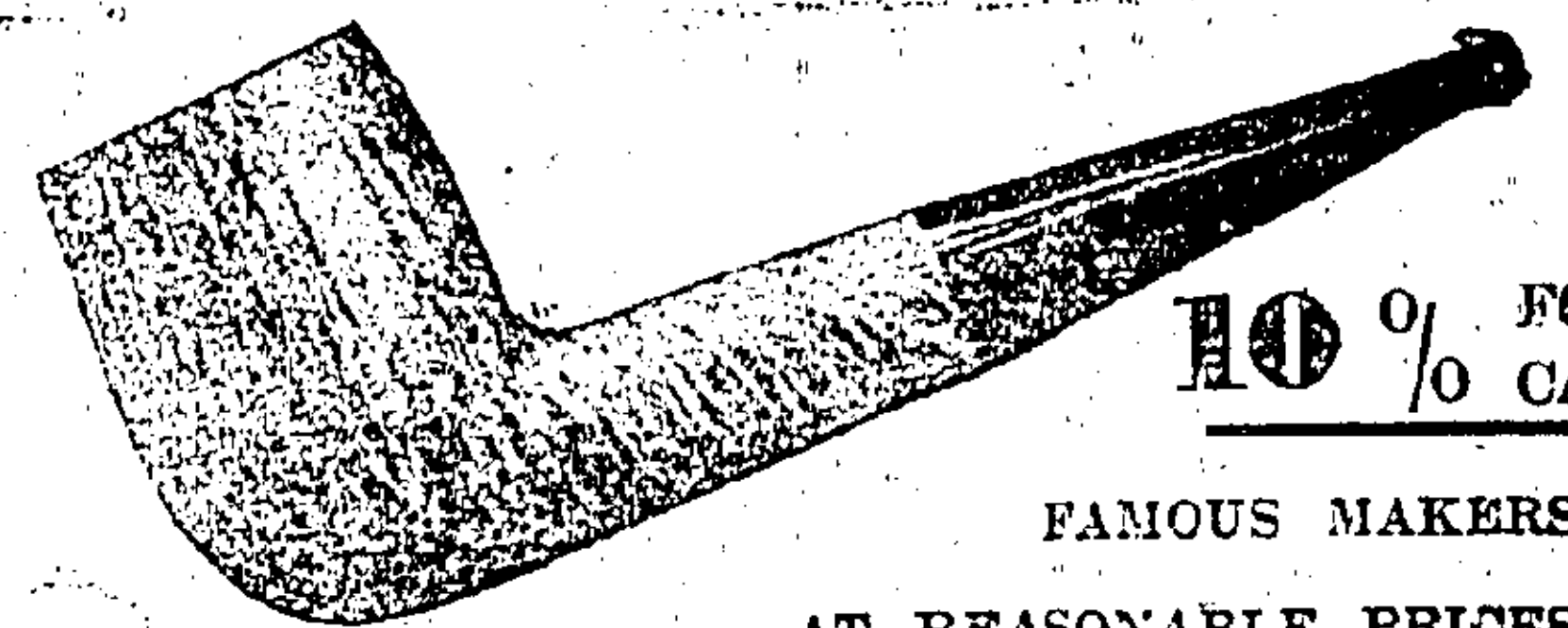
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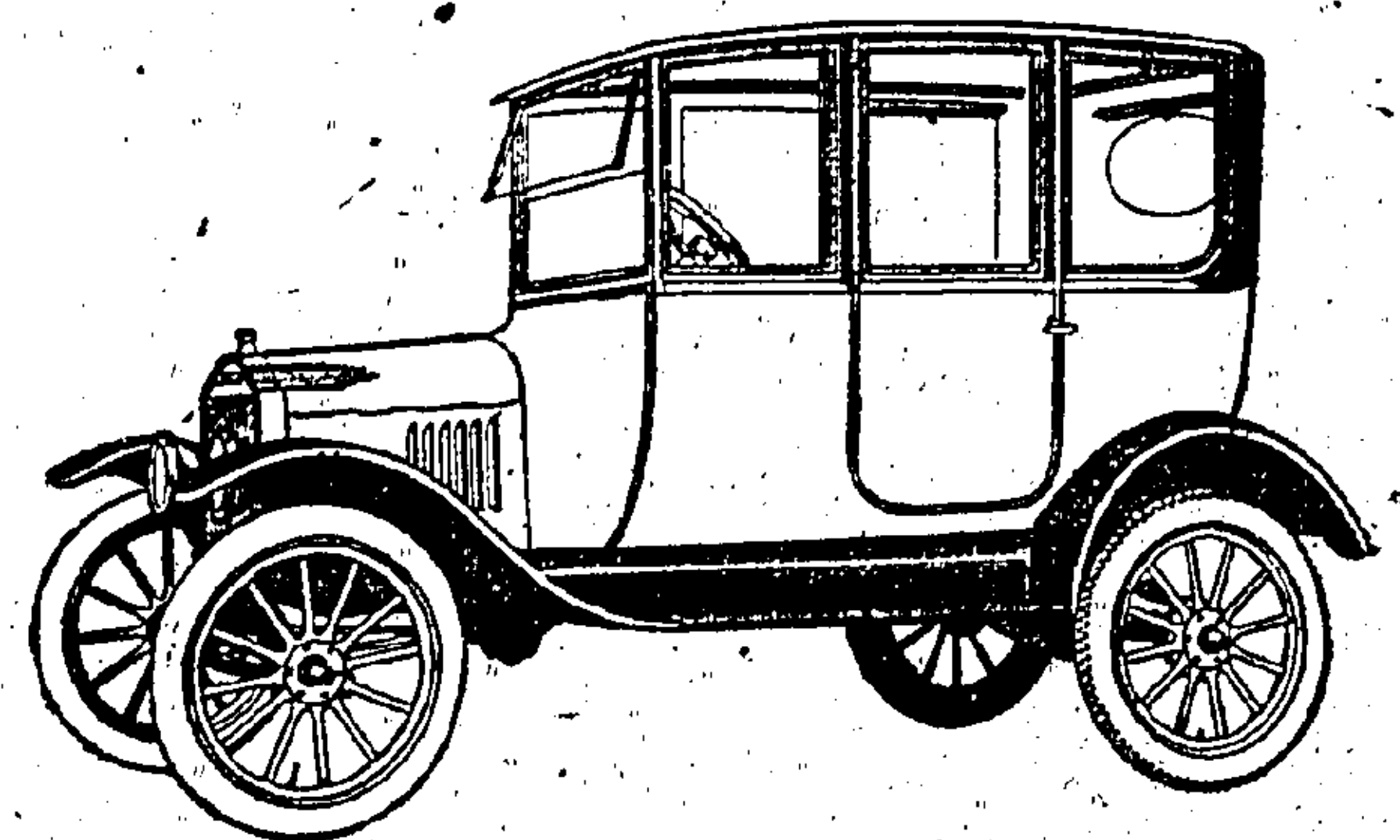
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## THE FOREIGN TRADE OF CHINA

DETAILS AS TO THE PRINCIPAL  
ARTICLES IMPORTED IN 1922.

(Continued from Yesterday.)

Under the regulations at present in force, the importation of opium into China is strictly prohibited, while morphine, cocaine, heroin, etc., are only allowed to be imported under a special procedure which places all traffic in these drugs under Customs control. Only into the leased territory of Dairen was opium legally imported during the year, the total gross importation amounting to 19.80 piculs, as compared with 332.70 and 130.20 piculs in 1921 and 1920, respectively. In addition, 74.40 piculs of Persian opium were re-exported from Dairen to Persia during the year. Large quantities of these narcotics, the transport and importation of which are attempted in defiance of the regulations, are seized annually by the Customs authorities, and it is known that a still greater part escapes their vigilance, in a spite of the best efforts to put a stop to the traffic. Over a period of, roughly, six years, as much as 410,750 lb. of opium were confiscated. It is to be feared also, says the Report, that the quantities taken, although enormous, must needs be only a small part of the total amount of opium that is transported clandestinely each year. Indeed, when one reflects that opium is grown openly in several provinces throughout China, so that ample opportunity is afforded to any one who desires to do so to procure the drug at will, it is not surprising that doubt is entertained regarding the sagacity and efficacy of prohibition of importation which is not accompanied by rigid suppression of cultivation for the poppy in China. The present system of treating opium and its derivatives as contraband wherever the jurisdiction of the Customs Service extends, while perforce yielding freedom of action to districts in the interior, presents many undesirable features. In fact, it may rightly be asked whether an entirely fresh orientation in this matter, leading to complete revision of the present principles and practice in dealing with this drug, is not called for.

### COTTON GOODS.

With regard to cotton goods, the Report states that it is generally agreed that the year 1922 was again an unprofitable one for the piece goods trade. The promise of a speedy improvement in the situation, held out at the close of 1921, did not materialize, chiefly owing to the absence of demand from the interior, where political strife and the resultant unsettled state of the country nipped in the bud any desire to replenish up-country stocks on anything better than a hand-to-mouth scale. Fresh supplies arriving during the year, coupled with scant clearing of old stocks, and depressed local retail prices, which remained consistently below replacing values. This unsatisfactory state of affairs continued during the greater part of the year. An improved demand during March proved to be short-lived, and it was only towards the last quarter of the year that the market hardened and prices appreciated. Notwithstanding this gloomy picture of the result of the year's trading from the merchant's standpoint, Customs' returns show that imports in 1922 exceeded those of 1921, and if, as is anticipated, local values stiffen further during the next few months, it is still possible to take an optimistic view regarding the prospects of the trade in piece goods during the coming year.

A greatly reduced demand for cotton yarn from the interior provinces of China, caused no doubt by the disturbed state of the country, depressed the market, which was weak during the first part of the year, with the price of yarn declining steadily from early spring to the end of September, the decrease amounting to Tls. 40 per bale for the better counts. Owing to high prices of cotton, a number of Chinese mills decided to limit their production to curtailing working hours. This gave stimulus to the market, resulting in firmer prices at the close of the year. The total importation of yarn in 1922 amounted to 1,219,486 piculs, principally Japanese (795,906 picul) and Indian (347,227 piculs).

### METALS AND MINERALS.

The metal trade in general suffered from the universal trade slump, and in this, as in other branches of China's trade, the unsettled conditions prevailing in the interior districts for the greater part of the year made their influence felt. A feature of the year was the difficulty experienced by American and British manufacturers in meeting the competition of both Belgium and Germany in some of the principal export markets for certain lines of steel products. But the continued fall in the exchange value of the mark, with the resulting enhanced cost of living and high wages, soon neutralized the temporary advantage enjoyed while exchange and low costs of labour were in Germany's favour. At the beginning of the year, prospects at Shanghai looked hopeful. The very heavy stock which had proved such an obstacle to business during 1921 were practically exhausted in the course of 1922, and during the first few months of the year an appreciable amount of business was transacted. As the year advanced, demand from the interior declined considerably, and during its latter part the added influence of the fall in exchange caused business to be further restricted. Towards the end of 1922 the Shanghai market again showed signs of life, orders being freely placed for all classes of American and British iron and steel products. The total imports in this group were valued at 49.9 million taels, as against 60.1 million taels in the preceding year. Of this decrease, 4.1 million taels are accounted for by a reduced importation of rails, while 3.2 million taels must be debited to

### MACHINERY.

The rate of progress at which the metamorphosis of China from an agricultural to an industrial state is taking place may well be gauged from the expansion recorded year by year in the figures of the various kinds of machinery imported, principally from America and Great Britain. Although it is not possible to report for 1922 the same phenomenal advances as was registered the year before, when the importation of textile machinery alone rose from 6.9 million taels in 1920 to 26.7 million taels in 1921, it may be said that the machinery branch of the import trade held its own in 1922 and even exceeded the figures of the year before. Earlier in the year the demand for machinery was fairly satisfactory, considering the universally bad times, but towards the end of the year the demand fell away considerably, due partly to the continued fall in exchange and partly to the unsettled state of the country. Purchases from the Chinese side were mostly restricted to immediate needs; even the low prices, which it was possible to quote owing to reduction in home costs, did not succeed in strengthening the demand. Machinery for textile industries was valued at 20.5 million taels in 1922, as against 26.7 million taels in 1921. Agricultural machinery and propelling machinery fell off considerably as compared with 1921, the first from 2.2 to 0.7 million taels, and the second from 3.1 to 2.4 million taels. Of the 20.5 million taels worth of textile machinery imported, 15,171,820 worth came from Great Britain, Tls. 6,067,236 from America, Tls. 6,725,264 from Japan, and Tls. 1,922,706 from Canada.

The remarkable advance of the last few years in the importation of electrical materials did not continue in 1922. No doubt the surfeited condition of the market in these articles, resulting from overbuying during the last two years, coupled with the general depression in trade and a falling silver exchange, explains the contraction in the value of electrical materials imported in 1922 to 9.4 million taels. Despite this setback, it need hardly be said here that the continual growth in the use of electrical plants for power and lighting purposes is assured and that there is a bright future in China for electrical machinery, fittings and supplies generally. During the year important contracts were secured for extensions to existing plants at Chefoo, Swatow, and Tientsin, while the power stations in several other cities, such as Hangchow, Peking, and Canton, were all considerably extended, testifying to the increased use of electricity throughout China. An interesting change is gradually becoming apparent in the attitude of buyers of electrical materials, who now lay greater stress than in recent years on efficiency and reliability—a significant advance on the days when inexpensive resulted in the purchase of cheap and unreliable machinery. Towards the close of the year the market showed greater activity with conditions generally becoming more normal.

### PAPER.

The year was not a prosperous one for the import trade in paper. At the opening of the year only small interest was shown in new orders, there remaining a considerable stock in the hands of the Chinese dealers. At the commencement of the second quarter, however, a brisk demand set in, and important contracts were settled for fair quantities in all qualities, but the market soon slackened and remained dull practically for the rest of the year, with slight improvements during November and December. Although, generally speaking, it may probably be said that the paper market in China during 1922 presented a healthier aspect than was the case during the preceding year, it still suffered from heavy stocks, falling exchange and low prices, and as there are reported to be over a hundred foreign import houses engaging in this trade, competition is naturally very keen. Local prices stiffened somewhat towards the end of the year, but remained still below the level of prices in producing centres. The total importation into China in 1922 of the various kinds of paper was 1,232,168 piculs, the principal exporting countries being Japan, with 478,975 piculs; Sweden, with 179,409 piculs; Norway, with 134,210 piculs; America, with 107,186 piculs; and Hongkong with 801,906 piculs.

After the turbulent conditions of trade which existed in the timber business throughout China in 1921, the year 1922 opened with a decidedly promising outlook, and during the first part of the year good profits are reported to have been made by dealers in the principal treaty ports and especially in Shanghai. A brisk demand at steady prices, existed for both Chinese and foreign woods, which stimulated importation to such an extent that the aggregate import of softwood according to the Customs Returns in 1922 totalled 232,340,817 sq. ft., an increase of more than 100 per cent. over the previous year's figures, which came to 112,853,169 sq. ft. It is not believed that these remarkably heavy imports were the result of a demand based on the consuming capacity of this market, but were rather of a speculative nature caused by low Pacific freight rates coupled with occasional attractive exchange, and were further fostered by the entry in the timber trade of several concerns who had found other branches of commerce unprofitable. Under these circumstances the market became glutted in the last half of the year having remained fairly during the first few months. A feature of the year was the almost total stoppage of imports of softwood from Japan, owing no doubt to the cheapness and abundance of Oregon pine, while increase is reported in the volume of imports of softwood into North China and Shanghai from Siberia. The demand during the year for Philippine lumber in the softer varieties must also be noted. The importation of hardwood in 1922 reached about the level of the previous year's volume. Softwood timber was imported principally from the United States (142,012,899 sq. ft.), while hardwood arrived chiefly from Hongkong, Singapore, Japan, and the Philippine Islands.

## THE MILITARY SITUATION AT SWATOW.

(FROM A CORRESPONDENT.)

SWATOW, May 28th.  
Arrangements are now being made by the Charitable Guild to send the balance of General Hsu Chung Chi's braves away either to the north or to the south. Last night some 3,000, who had arrived overland from Chaochowfu, were rounded up and the Chinese Navy managed to disarm about 500 on payment of \$10 each. They were then all shipped in launches, cargo boats and sampans and sent up to Kit-yang, there to join their comrades who had bolted previously. The town of Swatow is now empty of braves, and the Chinese bluejackets are patrolling the place. All is quiet and we do not anticipate any trouble. I think General Hsu Chung Chi left yesterday in a small launch called the 'K' and went direct to Canton.

This morning the Railway Company has issued a proclamation saying that before leaving General Hsu Chung Chi's Commanders took away the vital parts of three locomotives at the Railway Station, in spite of many protests, so the train cannot run and it will be some days before these parts can be imported from Hongkong.

I understand that yesterday afternoon some braves went on board the British steamer 'Hydrangea' and there sealed the engine room. A protest being of no avail, the Captain went on shore and reported matters to the Consul, who said he would wireless for a man-of-war if any further trouble occurred. This is certainly very comforting news. This morning, a French man-of-war has come in but our troubles at present are over, and it is so far that Lam Fao's troops will arrive from Chaochow in a few days. They will have to walk down, as there are no trains running. I understand that Lam Fao has been appointed by Peking to be Commander-in-Chief of Chowchow and Kiating-Chow Prefectures.

From information received from the retreating troops of General Hsu Chung Chi, it appears that they never fought once—they retreated and retreated all the way from Kiating and never fired a shot. What a disgrace!

The advance guard of the Victorious Army came in at noon, hunting for the last lot. They are a weird crowd.

## A RUMOURD CANTON LOAN

PEKING GOVERNMENT'S NOTIFICATION TO LEGATIONS.

The following has been circulated by the Asiatic News Agency (Peking):—  
With reference to the rumoured loan of five million dollars by the Sun Yat Sen Administration in Canton from British interests of Hongkong for the reorganization of the Kwangtung currency, at the joint request of Generals Tano Kun, Wu Pei Fu, Feng Yu Hsiang, Chi Hsiuh Yuan, Wong Hual Ching and other leaders of the Chihli faction, the Government has notified the foreign Legations, especially the British Legation, requesting its former announcements that without the approval of the Parliament or the previous sanction of the Central Government, no loan from any quarter for any of the provinces will be recognized. The Foreign Ministers are accordingly requested to notify their nationals in China not to make any monetary agreement with Dr. Sun Yat Sen or anybody else.

In a circular telegram to the various provinces signed by Generals Tano Kun, Wu Pei Fu and Wong Chen Pin, Dr. Sun is styled as a traitor because he is trying to sell mining rights in Kwangtung to foreigners and it is urged that unless the people rise as one man to oppose the proposed loan, the loan agreement will be signed in the British Consulate at Shanghai shortly through the mediation of Liang Shih Yi and Sir Robert Ho Tung of Hongkong. The leaders demand that in view of his illegal actions in the south, a punitive presidential mandate should be issued as soon as possible against Sun Yat Sen.

## CANTON WAR FUNDS.

In the last two months says the Canton Daily News the Canton Municipality had contributed nearly \$1,700,000 to the General Headquarters for war expenses, about \$35,000 to the Government House for provincial administrative expenses, \$20,000 for the maintenance of the seven higher schools in Canton, and \$20,000 for the government students abroad. These payments were more or less in the form of loans and will be refunded upon the demand of the Municipality for local improvements and activities, it is understood. Most of the funds have come from the recent sale of Canton Government lands or temples resumed by the city.

## IF YOU WEAR GLASSES

There is almost as much comfort and pleasure in wearing Pince-nez Eye Glasses, as there is in possessing a perfect pair of eyes—for they fit so comfortably and securely that you forget you have them on—the most important improvement in eye-glasses in the past twenty-five years. Pince-nez Eye Glasses of any prescription in either regular or Toric form are manufactured by the Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians—the most competent optical manufacturing establishment in South China—located in 53, Queen's Road Central—ADVT. [101]

## INTIMATIONS

### THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.

### THE Steamship

#### "ALIPORE"

carrying His Majesty's Mails, will be despatched from this port at Noon on WEDNESDAY, the 30th MAY, taking Cargo for the above Ports.  
Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the oversteering Steamer for Marseilles and London.  
Parcels will be received at the Office until 3 p.m. the day before sailing. The contents and value of all packages are required.  
For further particulars, apply to—  
MACKINNON, MACKENZIE & CO., Agents.  
Hongkong, 22nd May, 1923. [860]

### S.S. "ANGERS"

SERVICES CONTRACTUELS DES  
MESSAGERIES MARITIMES.

### NOTICE

CONSIGNEES of Cargo from MARSEILLE, LONDON, etc., in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.  
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 25th instant, at Noon, will be subject to rent and landing charges.  
All claims must be sent in to me on or before the 2nd June, 1923, or they will not be recognized.

All damaged packages will be examined on Tuesday, the 29th inst., at 10 a.m. by Messrs. Goddard & Douglas.  
No Fire Insurance has been effected.  
R. RODENFUSHER, Acting Agent.  
Hongkong, 23rd May, 1923. [872]

## BOWERN & CO.,

No 8, MUSEUM ROAD,  
SHANGHAI.

Members British Chamber of Commerce (Shanghai), Mr. T. V. BOWERN, Fellow of the Institute of Chartered Shipbrokers, Incorporated by Royal Charter, London.

### STEAMSHIP AGENTS AND SHIPBROKERS.

For the Purchase, Sale and Charter of Vessels of any Tonnage, Passenger and/or Cargo, New and/or Old, with delivery China at Very Low Prices.

### SALVAGE OPERATORS, MARINE SURVEYORS

AUCTIONEERS; COAL MERCHANTS.

### FREIGHT BROKERS, METAL MERCHANTS.

Machinery for Sale, New and Old in First-Class Condition.

### IMPORTERS AND EXPORTERS, SHARE-BROKERS.

(Members Shanghai Share-Brokers' Association.)

### SOLE AGENTS FOR CHINA—

GREEN'S PATENT ANCHORS.

SAKURA WARE & Co., Ltd. (Sheffield).  
High-Class Steel Manufacturers (Trade Brand).

Catalogues and Price-Lists on application

(Enquiries Welcomed)

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CODES: Bentley's, Scott's, A.B.C.

5th Edition and Improved.

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or your glasses

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## CHINESE OPTICAL CO.

Eye-sight Specialists.

67, QUEEN'S ROAD CENTRAL.

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**A DERBY SWEET TICKET DISPUTE.****ARBITRATION WITH COUNSEL ASSISTING.**

An interesting sequel to the last Hongkong Derby is being enacted in the Chinese Club, Queen's Road Central, where, night by night two claimants are laying their claims before an arbitrating committee drawn from members of the Club committee to decide who is the real and legal holder of Ticket No. 3,066, the ticket which won \$50,000 in the Chinese Club Sweep-stake.

The opposing claimants are Chik Soong Sing and Mrs. Violet Chan. Chik Soong Sing is being represented by Mr. C. G. Alabaster, E.C., O.B.E. (instructed by Mr. C. A. S. Russ, of the firm of Lee and Russell), and the lady is represented by Mr. Easley Zeitlyn (instructed by Mr. G. K. Hall Brutton).

The arbitrators are Messrs. Cheung Tsai, Ho Leung, Ho Kwang, and Wai Yik Sing. Mr. M. K. Lo is acting as their legal adviser.

The case was opened at six o'clock yesterday evening by Mr. Alabaster. He pointed out to the arbitrators that they had to decide who was the true owner of ticket No. 3,066. He went on to say that the opposing counsel claimed that ticket No. 3,066 rightfully belonged to Mrs. Violet Chan, and that the ticket purchased by Mr. Chik Soong Sing was in reality Ticket No. 3,076.

According to Mr. Alabaster five books of tickets were handed to a Mr. Ng Te Ho, who, in selling these tickets wrote on them the name of the winner of Sydney Quinn. Among the five books was one in which the numbers ranged from 3061 to 3070. The winning ticket was included within this series. Another book contained numbers ranging from 3071 to 3080, and the ticket which the other claimant alleged was purchased by Chik Soong Sing was in this series. On Friday, January 19th, Sydney Quinn was in the China Sports Bank and there sold a number of tickets from the book beginning with No. 3,061. Among these was the winning ticket, and he sold this to Chik Soong Sing in the presence of the latter's nephew. Chik was asked to buy a ticket, and he did so. He asked his nephew to make a note of the number he had drawn, and the nephew complied. On Friday, January 19th, Chik went to Shanghai. Some days after he had gone Quinn started to sell the book beginning with No. 3,071. On the Monday after the race was run Sydney Quinn was also in Shanghai, and Chik went to see him and asked him whether the Derby had yet been won, and if so whether Chik had won anything. Sydney Quinn told him that the race was to be run on the following Monday, and that as he was going to Hongkong shortly he would take Chik's ticket with him in case he did win anything. Chik agreed to this and handed the ticket over.

Not long after this there came a telegram from his nephew in Hongkong telling him to return to Hongkong immediately as he had won the sweep. Naturally Chik was rather nervous at having already that day given away his ticket, and he made haste to find Quinn. He had some difficulty in spite of the fact that he called at Quinn's house in Shanghai two or three times that day, and at half past eleven that night. He next wrote to him and asked for his ticket. In return he received Ticket No. 3,076, which, according to Quinn was the ticket he had drawn in the sweep. But he received a further telegram from his nephew telling him that he had won, and urging him to come down to Hongkong in case there should be any dispute. He also went to consult Mr. Goldring, a Shanghai solicitor, and asked his advice. Mr. Goldring telegraphed to Messrs. Lyson and Hall at Hongkong and gave them instructions to see that the money was not paid out on Ticket No. 3,066 until proper enquiries could be investigated. Messrs. Lyson and Hall acted accordingly, and the arbitration resumed.

Mr. Alabaster proceeded to point out that when Mr. Quinn told Chik Soong Sing that the race had not been run, he must have received by that time telegrams from the Chinese Club informing him that a ticket in the books he had sold had won the race. If, in truth, the ticket Mr. Chik had bought was No. 3,076, why was it that his nephew, on hearing the number of the winning ticket and referring to the note he had made of his uncle's ticket on the day, should immediately wire to his uncle that he had won, if it was not true?

At about half past seven o'clock the question arose as to what time the Court should rise. Mr. Zeitlyn pointed out that he had about fourteen witnesses to call, and if they were not going to sit longer than two hours of an evening, the proceedings would probably go on for another month or six weeks.

Mr. Ho Fung said he thought it was an understatement that they were only going to sit for a couple of hours. After some argument it was decided to adjourn for that evening, but in future to sit at six, adjourn at half past seven, resume at half past nine, and go on till half past ten.

Mr. Alabaster will continue his address this evening.

**PROPERTY SALES.****DIOCESAN SCHOOL SOLD.**

The Diocesan Boys' School in Bonham Road, which has an area of some 30,000 square feet, has been sold to Chinese for \$335,000. This works out at over \$10 per square foot.

A number of other big property deals have been put through during the past two or three days, including the sale of the Steel Foundry on the Shaukiwan Road. The area covered by the property is 52,000 square feet, and the price paid was \$160,000, rather more than \$3 per square foot. Chinese were the purchasers. Both of these deals were put through by Dr. F. H. Kew.

A piece of land at Matunkok about four and a half acres in area, known as Kowloon Inland Lot 100, has been sold by Mr. S. M. Churn for \$350,000.

New Kowloon Inland Lots 110 and 111, at Samshupo, which have an area of 22,000 square feet, have been sold by Mr. G. P. Lammert for \$100,000.

Two rural building lots with a total area of 72,700 square feet were sold by public auction at the Public Works Department yesterday afternoon. The land is situated near Kaitai Bay and the annual Crown rental is \$250. Bidding started at the upset price, \$12,465 and it was immediately raised to \$14,000. Then by \$1,000 bids the price rose to \$18,000 and from thence to \$21,000 by \$500 stages.

A series of small bids, mainly of \$100, followed rapidly and the price finally reached \$20,000, at which figure it was knocked down to Mr. A. G. Hewlett on behalf of a Chinese client.

**ANOTHER POLICE INSPECTOR RETIRES.****DETECTIVE INSPECTOR WILLIS GOING HOME.**

The number of members of the Hongkong Police Force going home on retirement of late has been unusually large. The latest addition to the list is Detective Inspector W. Willis who leaves for Home on pension to-morrow by the s.s. *Nyanza*.

Inspector Willis has completed over 21 years' service with the local force and has done good work in the suppression of crime and in bringing offenders to book. A Dublin man by birth, he joined the Hongkong Police in Oct., 1902. Up to 1911 he had considerable service in the New Territories and at various times has had charge of Au Tau, Shatin, Tai O and other out-stations. About 1911 he was attached to the staff of the Secretariat for Chinese Affairs for police duty, and for four years rendered valuable service in assisting in the investigation of such cases as came before the Secretariat for settlement. During the war he volunteered for service at the Front, but his application was refused. In 1920 he was appointed Divisional Inspector in charge of the Western Division of Hongkong, which position he held until going home on leave some 16 months later. On return from leave he was placed in charge of that hotbed of local crime—Yau-ma-tei, but owing to ill-health he was sent back to the Central Station for duty. For the best part of the year he has been on detective work, having had charge of murder and assault cases. Inspector Willis is a man who is well-liked, and his departure will be regretted by his colleagues and a host of friends. Mr. Willis has arranged to spend his retirement on the South Coast of England.

**LABOUR DIFFICULTIES AT TAIKOO SUGAR REFINERY.**

Messrs. Butterfield & Swire have informed us that a section of the Taikoo Sugar Refinery workmen did not continue their work yesterday in connection with a demand for increased wages which they are not prepared to concede to the fullest extent. An increase of wages had been given to them a little time ago, together with other concessions of the workpeople. Many of the workmen are quite satisfied with this and have not stayed away from duty.

Notice of their intention to quit in the event of their terms being not complied with was given by the workmen recently, and a section of the labourers in consequence of that intimation stayed away yesterday morning. The relations between the employers and the workmen have been friendly and are still continuing to be friendly. As a matter of fact, last month an increase had been given them and was accepted. But apparently there are agitators who are causing trouble amongst employees who are quite willing to continue their work on the terms offered by the Company.

**CRIMINAL SESSIONS.**

[BEFORE THE CHIEF JUSTICE (SIR WILLIAM BYRNE DAVIES)].

**ASSAULT AND HOUSEBREAKING.**

Two men, Ling King and Chang Shing Fian, were indicted for assaulting a man named Tam Lap, and breaking and entering a dwelling-house at Sookunpo.

Mr. Dyer Ball, prosecuting on behalf of the Crown, stated that during the morning of April 6th Tam Lap was sitting outside his hut in the Sookunpo Valley, when he saw three men coming towards him. One man left his fellows, and attacked Tam Lap, who was a very old man. He bound him, and the other two men returned. With their help he gagged the prisoner, and the three treated the old man in a very brutal fashion. They then hid him in some bushes, and went on over the hill towards a horse manure matshed. The owner of this saw the men going in the direction of his hut, and as the spot was rather lonely and unfrequented, he suspected that they were up to mischief. He saw two of them enter the matshed and the third kept guard some yards off. He shouted out and asked what they were doing up there, whereupon they ran away. The man who was standing apart got quite clear, but the other two failed. They ran in the direction of a baseball match which was going on in the Sookunpo playing fields, and mixed with the crowd. The first prisoner was caught by a Portuguese baseball player named Gomes, however, and as Gomes had a heavy baseball club in his hand he very wisely made no resistance. The other man got clear, for a time, but later in the evening he was arrested by a Chinese constable on information received. Mr. Ball went on to point out to the jury that the two men were not charged with theft, but only with breaking and entering. The reason for this was that nothing was taken from the shed; though everything was turned upside down, drawers were emptied, and articles were all over the floor and under the beds.

In reply to his Lordship Mr. Ball said that the intention to steal was obvious. The case was continued in the afternoon.

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**SPORT.****GOLF.**

U.S.R.C. & K.C.C.

On Sunday a twelve-side golf match between the U.S.R.C. and the Kowloon Cricket Club (Golf Section) was played on the United Services Recreation Club course. In the morning singles were played and in the afternoon Shanghai foursomes. The games were heavily contested and in the morning competition at the end of the first nine holes it looked as if Kowloon would be well up on their opponents by fifteen times. The home side's tail, however, came in strongly and they finished with three points to the good. In the afternoon the U.S.R.C. went further ahead, winning the Shanghai foursomes by two points. The total scores for the day were: U.S.R.C., 11; K.C.C., 6.

Detailed scores:—

| Singles.             |                      |
|----------------------|----------------------|
| U.S.R.C.             | K.C.C.               |
| E. J. R. Mitchell, 1 | H. Overy, 0          |
| Maj. T. T. Oakes, 1  | J. C. Fletcher, 0    |
| Capt. Chippindale, 0 | W. W. Avenell, 1     |
| Capt. Meredith, 1    | F. Wheeler, 0        |
| Lieut. Fendall, 1    | H. E. Stevens, 0     |
| Capt. McHewitt, 0    | A. W. E. Davidson, 1 |
| Capt. Moore, 1       | J. S. Agassiz, 0     |
| Lieut. Redding, 1    | H. Page, 0           |
| Capt. Newton-King, 0 | K. Mason, 1          |
| Capt. Hayes, 1       | J. Smith, 1          |
| Newton-King, 0       | J. Edwards, 0        |
| Capt. Bingham, 1     | P. Heathcote, 0      |
| W. S. Brown, 1       |                      |
| Total, 7 1/2         | Total, 4 1/2         |

Shanghai Foursomes.

| U.S.R.C.                 |   | K.C.C.                |   |
|--------------------------|---|-----------------------|---|
| Mitchell and Oakes       | 1 | Overy and Fletcher    | 0 |
| Newton-King and Redding  | 0 | Stevens and Davidson  | 1 |
| McHewitt and Chippindale | 1 | Page and Smith        | 0 |
| Bingham and Brown        | 0 | Edwards and Heathcote | 1 |
| Total, 4                 |   | Total, 2              |   |

Grand total: U.S.R.C. = 11 1/2; K.C.C. = 6 1/2.

Win for U.S.R.C. by five points.

**TENNIS.**

LANE, CRAWFORD & HONGKONG HOTEL.

A tennis match was played at the Kowloon Cricket Club on Sunday between teams representing the Hongkong Hotel and Messrs. Lane, Crawford, Ltd. The match resulted in a win for the latter by 52 games to 47.

The scores were:—

Brown and Hillier lost to Hower and Omar, 2-0; beat Hawker and Brown, 10-1; beat Knight and Maughan, 0-5.

Roberts and Henderson lost to Hower and Omar, 4-7; beat Hawker and Brown, 10-1; lost to Knight and Maughan, 3-8.

Jordan and Jones lost to Hower and Omar, 2-8; beat Hawker and Brown, 0-2; lost to Knight and Maughan, 5-6.

**MURDER.**

RIDDLED WITH BULLETS.

Last evening the body of an unknown Chinese was found riddled with bullets on the Shek O Road between Shaukiwan and Stanley. Police efforts to identify the body proved fruitless but from the style of clothing worn by deceased it is thought that the murdered man was a contractor's foreman. Police investigations are proceeding.

**AN UNUSUAL "TILE."**

Yesterday afternoon a man appeared before Mr. J. R. Wood at the Magistracy, who was said to have worn several surgical rounds of ammunition in the hand of his hat, but was anxious to hide the fact from the Police for he endeavoured to hide in a bamboo hedge on the Kowloon City Road. Sub-Inspector Clark and two Chinese detectives rounded him up and on going through his pockets found that he was also in possession of a fully-loaded revolver, which he was carrying without the permission of the Captain Superintendent of Police.

The man was committed for trial yesterday for unlawful possession of arms and ammunition.

**FATAL MOTOR-CAR ACCIDENT.**

A Chinese was knocked down by a motor-car in the New Territories on Sunday, and he died shortly afterwards as the result of his injuries. The unfortunate man, who lived at Castle Peak, was travelling by P.W.D. motor lorry from Sun Hoi to Mei Wan. Motor-car No. 165 was also going in the same direction and kept more or less level with the lorry for part of the journey. Near Mei Wan the lorry stopped, and the deceased alighted. In doing so he was knocked down and run over by the motor-car.

**CALIFORNIAN VEGETABLES**

|                     |     |            |         |      |
|---------------------|-----|------------|---------|------|
| Sugar Corn          | ... | No. 2 Size | per tin | 50   |
| Succotash           | ... | " 2 "      | " "     | 70   |
| Sauerkraut          | ... | " 2 "      | " "     | 60   |
| Parsnips            | ... | " 2 "      | " "     | 50   |
| Turnips             | ... | " 2 "      | " "     | 50   |
| Celery en Branch    | ... | " 2 "      | " "     | 1.35 |
| Cabbage             | ... | " 2 1/2 "  | " "     | 45   |
| Carrots             | ... | " 2 "      | " "     | 45   |
| Brussel Sprouts     | ... | " 2 "      | " "     | 55   |
| Lima Beans          | ... | " 2 "      | " "     | 85   |
| Runner Beans        | ... | " 2 "      | " "     | 45   |
| Beetroots           | ... | " 2 "      | " "     | 50   |
| American Artichokes | ... | " 2 "      | " "     | 55   |
| French Artichokes   | ... | " 1 "      | " "     | 1.60 |
| Marrowfat Peas      | ... | " 2 "      | " "     | 65   |
| Pimientos           | ... | " 2 "      | " "     | 40   |
| S. & W. Asparagus   | ... | " 2 1/2 "  | " "     | 1.15 |

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**CAFÉ WISEMAN**

All Bread sold by Cafe Wiseman is made by machinery under the most scrupulously clean and hygienic conditions. The ingredients used are of the very finest quality obtainable. Purity and excellence guaranteed. The old methods of making Bread by hand have been entirely done away with. We have now obtained the services of an Expert European Baker.

Cafe Wiseman Bread can be had in the following kinds:—Sandwich, Tin, Coburg, French, Vienna, Household, and Brown Bread.

LANE, CRAWFORD, LTD.

**NEW COLUMBIA RECORDS**

|                       |          |                    |          |
|-----------------------|----------|--------------------|----------|
| AFTER EVERY PARTY ... | WALTER   | SNAKES HIPS ...    | Fox-Trot |
| RED MOON ...          | "        | FAREWELL BLUES ... | "        |
| WONDERFUL ONE ...     | "        | BAMBALINA ...      | "        |
| APPLY SAUCE ...       | Fox-Trot | ARGENTINE ...      | "        |
| CRYING FOR YOU ...    | "        | LA MOME ...        | Tango    |
| WHO'S SORRY NOW? ...  | "        | SPANISH MOON ...   | "        |

**ANDERSON'S**

2, QUEEN'S BUILDINGS.

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TELEPHONE C. 346.

**SPECIAL OFFER****LADIES' SHOES.**

For 3 DAYS ONLY

WE ARE OFFERING THE WHOLE OF OUR STOCK OF LADIES' SHOES AT A

DISCOUNT of 10%

MONDAY — TUESDAY — WEDNESDAY  
May 28th — May 29th — May 30th

NOTE THE DATES—POSITIVELY FOR THESE 3 DAYS ONLY.







## CABLES.

LATEST CABLES.  
[THROUGH THE PRESS AGENCY.]POSITION IN THE RUHR.  
ANOTHER HUGE CONFISCATION  
FROM THE REICHSBANK.

Berlin, May 27th.

Advice from Essen state that French troops entered the Reichsbank and confiscated about 75 milliard marks. This is the biggest seizure hitherto made in the Ruhr area.

TWO MILLION MINERS ON  
STRIKE.

The *Vossische Zeitung's* special correspondent in the Ruhr area estimates that about 2,000,000 miners, and tens of thousands of metalworkers have gone on strike. This is probably a gross over-estimate, but it is undoubtedly true that practically every mine centre in the Ruhr area is at a standstill, chiefly owing to the terrorism of Communist commandos which visit the pits and forcibly eject workers.

Communists with fixed bayonets are picketing some of the pits and prevent miners from descending. Willingness on the part of many miners to work is evidenced by the fact that a vote taken in pits in the Bochum district resulted in a 75 per cent. majority in favour of resuming work. In some places the situation is critical, especially at Gelsenkirchen where the lack of food is being felt.

## RUSSIAN WEATHER REPORTS

NEW WIRELESS STATION IN THE  
ARCTIC.

CHRISTIANIA, May 29th.

The Russian authorities have decided to erect a wireless station on Nova Zembla Island in the Arctic Ocean, in order to communicate with Archangel, and other stations in North Russia and Siberia. Special attention will be given to weather reports from the Kara Sea, also to scientific matters. The personnel will include a geologist and a zoologist.

## EARLIER CABLES.

## NEW BRITISH MINISTRY.

POSSIBILITIES OF CONSERVATIVE  
REUNION.

LONDON, May 27th.

The change of Government has brought into prominence the question of Mr. Chamberlain and other Conservative ex-Ministers rejoining the party. In a letter to his constituents on May 26th, Mr. Chamberlain complains that no opportunity was given the Chamberlaines to make a contribution to the Conservative party's unity and no communication from Mr. Baldwin was made him until Mr. Baldwin had formed his Ministry. The Chamberlaines would gladly have helped had they been asked, and would have sacrificed their personal claims in order to secure complete reunion of the party. From the first indications after his acceptance of office, Mr. Baldwin also desired a reunion, but it would seem that other forces intervened.

It is noteworthy in this connection that Mr. Chamberlain had a lengthy conference with Mr. Baldwin yesterday. The newspapers state that Mr. Chamberlain was offered the Washington Embassy, from which it is reported Sir Auckland Geddes is retiring on account of his affected eye-sight.

## DISORDER IN GERMANY.

HAND GRENADES AND RIFLES  
FREELY USED.

BOCHUM, May 27th.

There was a serious recurrence of disorders last evening. Hand grenades and rifles were freely used. Four were killed and 30 wounded. Firemen in the role of police arrested a hundred disturbers.

Outbreaks also occurred at Wanne and Witten, two being killed and 13 wounded at the latter place.

TURCO-GREEK AGREEMENT.  
NEWS RECEIVED WITH GENERAL  
SATISFACTION.

CONSTANTINOPLE, May 27th.

While the Turco-Greek agreement is likely to provoke a storm of criticism by the extremists, it seems improbable that Ankara will repudiate it, in view of the report that the Council of Commissioners and Generals on Friday voted by a majority in favour of acceptance of this compromise. The news of an agreement has been received with more or less general satisfaction here, although there is good warrant to believe that if the Greek army had advanced it would have found little or nothing to stay it until the shores of the Bosphorus had been reached.

TURKISH JOURNALISTS  
DISSATISFIED.

LAUSANNE, May 27th.

There is some doubt as to whether the Ankara Assembly will ratify the Turco-Greek reparations settlement. The Turkish journalists at Lausanne are dissatisfied, and declare that Turkey was expecting money, not territory. Inset Pasha is hopeful of peace being signed in a week, but two important questions are still to be settled, namely the judicial regime over foreigners in Turkey, and the currency in which the Turkish public debt shall be paid.

HARCOURT LAWN TENNIS  
CHAMPIONSHIPS.

ST. CLOUD, May 27th.

In the international Harcourt lawn tennis championships, in the finals of the singles, Mlle. Lenglen beat Miss McKane, 6-3, 6-3, Johnston, of America, beat Washer, Belgium, 4-6, 6-2, 6-2, 6-3. In the mixed doubles final, Mlle. Lenglen and Cochet beat Miss McKane and Gilbert, 6-2, 10-8.

The ladies' doubles provided a sensation, Miss McKane and Mrs. Beamish beating Mlle. Lenglen and Mrs. Golding, 6-3, 6-3.

SINGAPORE HARBOUR  
BOARD.CHAIRMAN 24,000 A YEAR PLUS  
ETCETERAS.

## "ADMIRALS BARRED BY AGE"

The following advertisement appeared in the *Times* of April 18th:—

Chairman and General Manager required by the Government of the Straits Settlements for the Singapore and Penang Harbour Boards. Salary three thousand dollars (\$3,000) a month inclusive. The exchange value of the dollar is at present fixed by the Government at 2s. 4d. Free first-class passages for officer appointed, and if married, for wife and family not exceeding five persons in all. Agreement for five years' service, terminable at any time within that period at six months' notice on either side. Free house partly furnished. Rent will be charged for furniture. Actual travelling expenses incurred whilst on duty will be allowed by the Government. The duties of the office will consist of the management of the Docks and Wharves at Singapore and Penang. At the Singapore Wharves the net registered tonnage of the ships for the year ended the 30th June, 1922, was 5,917,517 tons. The Board's undertaking also includes five graving docks, ranging from 390 feet to 875 feet in length at Singapore, and at Penang a graving dock of 345 feet in length. The workshops are capable of executing the heaviest ships' repairs. Ship building is also carried on. There are about 5,100 men employed at the Singapore Wharves and about 3,600 men at the Singapore Docks, making a total of 8,700 men. At the Penang Wharves the net registered tonnage of the ships for the year ended 30th June, 1922, was 1,773,533 tons. Candidates, age 35 to 40, must have had first-rate experience in Dock and Harbour Administration, experience of shipping, especially of the handling of cargo, and possess pronounced business and organizing ability. A knowledge of shipping and marine engineering would be an advantage but is not essential. There are efficient managers in each department—Apply, &c., Crown Agents for the Colonies.

In their official organ the German Socialist party express approval of the British suggestion that the German Government should make a fresh reparations offer, and "declare and prove by deeds that it is always ready to co-operate actively in the solution of the world financial problem."

FAR EASTERN CABLE  
NEWS.

[THROUGH THE PRESS AGENCY.]

## BANDIT ATTACKS ON TRAINS.

ARMED GUARDS AND MACHINE-GUNS  
TO BE CARRIED.

PEKING, May 28th.

An attempted attack on the sixth train on the Peking-Hankow railway has occurred at Chihai north of the Yellow River. The authorities are now altering the time table. In order that the danger area might be made safe for trains by daylight, from today onwards each train will carry an armed guard, equipped with two machine-guns.

## LINCHENG CAPTIVES.

BANDITS' REPLY TO COUNTER-  
PROPOSALS.

TSAOCHUANG, May 27th. (10 p.m.).

Mr. J. B. Powell returned from the bandit camp to night with two secretaries of the bandit chiefs, presumably bringing an answer to the Deputy Tsuchu's counter-proposals. These are that the troops be not further withdrawn and one bandit be admitted to the Army for one rifle, but at least a thousand will be guaranteed; a month's pay in advance, plus all arrears; the bandits to be provisioned until in the Army; the agreement to be signed by foreign guarantors, local gentry and merchants. Pending negotiations, all foreigners and Chinese must be released, the final details to be settled at a conference at a proper and convenient place. The bandits' answer it not known, as the delegation was immediately ushered into the Deputy's car for discussion.

Firing was heard at Tsaochuang, a mile from the coal mine last night. It is stated variously that the bandits have posted proclamations and have been fired on by the soldiers, or that they attempted to attack the town for the purpose of securing hostages. There were no casualties.

## NARCOTIC DRUGS.

NO CHINESE GOVERNMENT OPIUM  
MONOPOLY.

GENEVA, May 27th.

The Chinese representative, in the name of his Government made a definite statement denying rumours that a Government opium monopoly was to be established in China.

Sir John Jordan's resolution, mentioned in a cable message dated May 27th, provides that particulars of important seizures of narcotic drugs shall be communicated by the Governments concerned to the League's Secretariat, which will circulate information to other Governments and the Press.

[BY COURTESY OF THE "DAILY BULLETIN"]

THE CHINESE TWELFTH YEAR  
LOAN.

PEKING, May 27th.

It is understood that the term of repayment of the Twelfth Year Loan will be six years, amortisation commencing in January next, and the security to be the actual five per cent. tariff.

The Chinese banking group is to be entrusted with the flotation of the loan.

A collision occurred last month at Amritsar between Hindus and Moslems, which resulted in about twenty persons being injured. Reinforcements of police were rushed to Amritsar, and the local British garrison was called out. The trouble was entirely between Hindus and Moslems and there was no trace of anti-Government feeling.

When the annual conference of the Independent Labour party was resumed on April 3rd, a resolution demanding the abolition of the Cabinet system and the substitution of government by committees, over which Ministers would preside, was discussed. A resolution demanding total prohibition was defeated by 283 votes to 152. Local option was also rejected by the majority of the conference.

PIRACY ON THE PEAL RIVER.  
SMALL CHINESE STEAMER  
HELD UP.

The piracy of a small Chinese vessel the *Woo Fu* on the Peal River has been reported in Hongkong from Canton by letter. The vessel was on a voyage from Hongkong to Canton with 2,100 bags of bran (pigs' food) and on Friday morning shortly after entering the Bocca Tigris, near Lan Fa-shan—a former Chinese naval anchorage—she was ordered to stop by a steam launch, the crew of which said they were attached to the Government military forces and wished to search for arms. They ordered the Captain to change his course and to make for Ma Chung creek. On the way, the men, who turned out to be pirates, commenced to search the ship. From the hold they took 300 bags of bran. After staying on the ship for some considerable time they took away with them the Chinese skipper and 30 others whom they are now holding to ransom. The pirated vessel was steered to Canton by the pilot.

The *Woo Fu* is 154 tons gross and belongs to the Ming Hing Steamship Co., Connaught Road West. The kidnapped men include three lally men, three servants, one coolie, a rice hawker and several friends of the lally.

A report of the piracy had not got up to yesterday at noon been made to the local police. This is to be made, we understand, directly the vessel returns to Hongkong. She was due to return here at midnight last night.

## "RATTLING THE SABRE."

THE OCCUPATION OF THE U.S.  
SECRETARY OF WAR.

An Associated Press message from San Diego (California) to the Manila papers says:—

Secretary of War Weeks speaking here on May 19th said he was going "to rattle the sabre," stating that it was necessary to awaken the people of the United States to the need of adequate national defence. He deplored the reduction of the army and said: "I don't know where we are going to get the men to man the large number of forts in the United States and the insular possessions."

In the same speech he said:—

"No other country treats its officers as we do. The commander of the British army was given \$500,000 by the British Government for his war services. Other generals received as much as \$250,000, besides numerous decorations. Major Gen. Hunter Liggett, who commanded four times as many troops as any other American, has gone on the retired list with a letter of recommendation from the Secretary of War. Certainly some recognition should be given officers who served with distinction during the war. No provision has been made for promoting junior officers. The law makes it impossible to do anything for Lieutenants Macready and Kelly, who had made a non-stop flight from New York to San Diego in 26h. 50m., though I wish I could do something."

## SPRING-CLEANING A LINER.

Mr. F. Hesthate Briant contributes the following to the *Daily Mail*:—

The spring-cleaning of a Transatlantic liner of the *Aquilon* or the *Derngaria* type is a task costing from £70,000 to £100,000 and providing from five to eight weeks' employment for more than 1,000 men and women.

There are over 150 furnaces in ships of this class, each of which has to be cleaned and renovated. The turbines contain upwards of 750,000 blades and every one requires scraping and examining.

There are 200 tons of anchors and chains to be tested and painted, and hundreds of miles of electric light wiring to be overhauled. The wonderful and intricate engines and the enormous boilers, the searchlights, the telephones, ventilation fans, pumps, electric and hydraulic lifts, radiators and refrigerators, bathroom fittings, the dynamo, which is powerful enough to light a small town, wire guns, cordage, and caulking by the thousands of fathoms, acres of inland cork linoleum, countless pieces of crockery and cutlery—everything, from the insulators of the wireless to the parquet flooring of the ballroom, must be overhauled and passed as perfect during the spring clean.

More than a thousand gallons of paint will be used on interior decoration while a ton or so of polish will be required to treat the metal fittings that blink from 10,000 different points between decks.

The uniforms of the ship's company will be inspected and amended up. The term "ship's company" nowadays includes an astonishing number of persons whose connection with seamanship is remote. These floating palaces carry bakers, chefs, barbers, confectioners, chiropodists, druggists, lift men, typists, shop assistants to tend to the novelty stalls, a gardener to look after the palms in the dining-rooms and verandahs, stewards and stewardesses, waiters, matrons, doctors and nurses, swimming instructors, and even massage experts in attendance at the Turkish bath.

The checking of the larders is a formidable undertaking. The pantry is emptied, cleaned, and replenished. A single ship will take for a week's voyage across the Atlantic 25 tons of fresh meat, 60 tons of potatoes, and 48,000 eggs, besides 14 tons of fresh vegetables and 6,000 tins of canned vegetables. Then there are tons of fish, game, and fowl wanted, together with 20,000lb. of tea, 7,000lb. of coffee, 12,500 quarts of milk and 400lb. of cheese.

BOLSHEVIST PROPAGANDA  
IN CHINA.WU PEI FU ON DANGEROUS  
TENDENCIES.

[ASIA TIC NEWS AGENCY.]

PEKING, May 29th.

General Wu Pei Fu has wired to the Government from Loyang stating that, according to secret reports of the metropolitan police, the so-called Chinese Socialists and Communists held a special secret conference in the recitation hall of the University on the 25th inst., under the Chairmanship of Dr. Chiang Mou Lia, Acting Chancellor of the Government University, Professor Hu Suh and others, for the purpose of discussing various questions concerning the introduction of reforms into the Chinese social system and to devise measures for the destruction of the Chinese militarists. The Loyang War Lord regards the movement of the Chinese intellectuals and students as very dangerous and he urges the adoption of strong measures by the Government for the immediate suppression of Bolshevist propaganda in China.

Taking advantage of the opportunity, the Minister of Education, Mr. Peng Yun Yi, has issued ministerial orders to the Chancellor and Professors of the University instructing them to immediately dissolve the movement complained of by General Wu, with a view to preventing very serious consequences to the rising generation of the republic. The Minister declares that both Socialistic and Bolshevist doctrines and policies are unsuitable for the Chinese people whose social and family organizations are entirely different from those of Soviet Russia and other countries.

On account of these Bolshevist alarms and rumours, it is reported that the Chinese reactionaries, both officials and educationists, are secretly plotting against the professors, who are styled "the leaders of the Chinese intellectuals," including Dr. Tsai Yuan Pei, of the University and other higher Government colleges, so that they can be replaced by teachers of the Chinese old school. Hence, the fighting between the Minister of Education and the "modern" professors is increasing in force and now both sides have appealed to the Court of Justice for adjustment of their grievances.

WIRELESS LICENCES IN  
ENGLAND.EXPERTS TO CONSIDER THE  
PROBLEM.

Sir W. Joynson-Hicks (Postmaster General), answering Colonel Moore-Brabazon in the House of Commons recently, said he was not at all sure that the agreement made with the British Broadcasting Co. gave that company a licence monopoly, and that he could not grant a licence to someone else. Under the agreement made by his predecessor, he could only grant a broadcasting licence clogged with a proviso that the users must use a particular form of instrument marked "B.B.C." It was also open to him to grant an experimental licence about which there was no provision. Both licences were issued at 10s. In order that the broadcasting concerns might be kept up, he was willing to grant these licences at 10s., half of which would go to the company, provided that parts to be used by the holders of the licences should be made in this country. He knew that an enormous number of parts manufactured abroad were used by the holders of these licences, and that there was the possibility of our market being flooded with them.

## A COMMITTEE OF INQUIRY.

The point in dispute was not the question of protection from foreign manufacturers, but whether the particular manufacturers who formed the company could claim the right to prevent any other manufacturer in Great Britain or elsewhere from manufacturing broadcasting material. He said definitely he could not be a party to that.

There had been issued 35,385 experimenters' licences, and there were to-day 33,000 applications for experimenters' licences held up because of the opposition of the Broadcasting Company. He had, therefore, taken the opinion of the Law Officers, who informed him that before he could issue experimenters' licences he must be satisfied that the object of the applicants was to that the object of the applicants was to experiment in wireless telegraphy. If he were satisfied, he was bound to issue the experimenters' licences. He proposed to send these 33,000 applications to some of his experts to make a thorough investigation and advise him.

He proposed at once to set up the strongest committee he could get to investigate the whole position of broadcasting—not merely the question of licences, but the matter of contract and the question that had arisen in the broadcasting concerns. He would ask several members of the House, a few experts from his own staff, and the British Radio Society, and the British Broadcasting Co. to send a member to serve on the committee. Mr. Ramsay MacDonald said the House would be amazed at the statement that such a contract should exist at all, and that such an absolute deadlock should have been created.

TRADE TERMS DEFINED.  
C.I.F. IN THE FAR EAST.

Opportunity may be taken to discuss points affecting contracts raised by two correspondents at ports far distant from each other, each of whom suggests that the issue should be brought to the notice of other readers of these articles, says the *Times Trade Supplement*.

A correspondent, writing from Hongkong, states that at that port and at Shanghai it is a customary, and doubtless it is also usual at many other ports, to regard C.I.F. sales made at the actual port of the delivery as sales ex-ship, whereas a C.I.F. contract made with a seller at any place other than that at which the goods are to be delivered is regarded purely as such. He added that no case appears to have been fought on the point in the Hongkong Courts, but about four years ago the sub-committee of the British Chamber of Commerce in Shanghai agreed that it was customary there to regard C.I.F. sales made at the port of delivery as being equivalent to sales ex-ship.

## COMPARISON WITH EX-SHIP SALES.

A main distinction between C.I.F. and ex-ship contracts is best appreciated, as was pointed out in this column on January 13th, by regarding the buyer under a C.I.F. contract as, from the outset, securing documents and the buyer under an ex-ship contract as, from the first securing the actual commodity. Under a C.I.F. contract the seller has done practically all that he needs to do when he has delivered to the buyer an invoice, a clean bill of lading to the agreed destination, and a marine insurance policy and/or, as was recently recommended by the London Chamber of Commerce, a negotiable insurance certificate. Port charges, the cost of delivering the goods ex the ship (if any), landing charges, and lighterage are borne by the buyer under a C.I.F. contract.

When goods are sold ex-ship the port rates are borne by the seller, and the buyer's liability only starts with the cost of landing the goods. To how much the landing charges will amount depends largely on the custom of the port. There is usually a fixed charge, payable by the consignee, at each port. Theoretically, the shipowner has carried out his freight contract when he has raised the goods to the level of, and above, the ship's rail. In practice the same set of machinery often raises the goods on the quay, in some ports it is usual to divide the cost of this service between the shipowner and the consignee. In other ports the shipowner may land the goods free, although his liability, in the event of an accident, might cease at the ship's rail. In any case, the liability of a seller of merchandise under an ex-ship contract is rather more than his liability would be under a C.I.F. contract.

Perhaps some other reader can throw light on the custom described as ruling at Hongkong and Shanghai. If the practice described be actually a recognized custom of the port, then there might be held to be ground for the assumption that firms making C.I.F. contracts in those ports for delivery of the goods should understand that such contracts would be regarded as equivalent to ex-ship sales.

## WEATHER WORKING DAYS.

The other point is raised by a correspondent in Dublin, and relates to a ship charter-party. The correspondent writes that no provision was made in a recent charter-party for "weather working days" for loading and discharging the cargo, although, naturally, the cargo involved could not be handled during rain. The firm who acted as brokers for both parties held that words providing for cessation of discharge during bad weather should, in the circumstances, be understood to have been inserted in the contract, and this view was eventually accepted after correspondence.

Many charter-parties specially provide for the effect of weather. For instance, some contracts stipulate that the cargo is to be taken from alongside by the consignees at an average rate of 50 many tons per day, weather permitting, Sundays and holidays excepted, provided the steamer can deliver it at this rate. The conditions vary according to the cargo, since some goods might suffer no damage from being discharged during rain, while other cargo might be ruined.

## CUSTOM OF THE PORT.

The custom also varies according to the ports. At Liverpool, for instance, it is usual to discharge certain grains during rain, any damage that may be caused being for whom it may concern. At London grain is not discharged during wet weather. At a number of ports the question of whether discharge should proceed or not in unfavourable weather is usually discussed and agreed upon between the consignees, who, by courtesy of the shipowners, will often be represented on board during the discharge by their agent, and the ship's agent. Even though there may be no specific weather clause in a contract, it would be really regarded as quite unreasonable for a shipowner to expect cargo to be discharged in weather during which exposure would obviously and seriously damage it. Flour is an example of a commodity which would quickly suffer from wet. There may, however, be occasions, such as during slight showers or light rain, when a question may arise as to whether or not work should proceed. Such questions do, in fact, constantly occur, but in the great majority of cases they are settled, in the spot, amicably and to the mutual satisfaction of both parties to the contract.

"Custom of the port" is itself a term much used in commerce. It means so much that only those trading with particular ports profess to know its numerous applications to those ports, and even they are often unable to explain the reason for its existence in some of its varied forms.

## PARADISE FOR COMMUNISTS.

The Premier, M. Stambouliaki, referred, in a speech at a political meeting at Sofia on April 12th, to the Communist movement, and said that the Government was preparing a bill to deal with Communism. In any village where there were more than 100 Communists their land and property would be confiscated by the Government and would be formed into a commune, in which all the village Communists would be forced to live. They would all have to do an equal share of the work in their community.—*Reuter*.



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a great reputation amongst connoisseurs  
for its mellow flavour, and still maintains  
its world-wide identical quality.

## PARIS FASHION NOTES.

Paris, April 23rd.  
Hops, being the darling of the fashion gods for the time being, is figuring in many ways and in many different guises in which it has not been seen for long years. Just now it is being made up into three-piece frocks, walking costumes, and driving, motoring and walking coats. A becoming shade of tobacco brown looks better than most shades in this material, or else bottle, of the many shades of the fashionable green.

Coats for wear on ordinary occasions are rather longer than they were this time last year, nearly all of them reaching to the ankle, those destined for smarter wear are even longer. In both cases they are much wider, and suggest a fulness hitherto kept well in the background.

A smart, practical, walking suit I saw recently was in champagne coloured ruy, showing a skirt that hung flat but in front so that ample width was afforded for walking; the Eton-shaped coat (a popular model, by the way) was cut with a military collar, which was headed with a tight ruffling of multi-coloured jersey de soie, the same material being repeated in the little, square-shaped sleeveless blouse which was worn underneath; the pattern of this material was just like that of some old-fashioned granny shawl.

Another smart three-piece suit was in corn-coloured Kasha cloth, showing an all-in-one frock with a normal waist-line, a round neck and short sleeves; half-way up the middle of the front, from the waist-line, was a block of embroidery carried out in old gold and almond green, the same motif being repeated on the waist-belt and the two tab-like pockets hanging from it. The coat worn with this had a narrow band of similar embroidery finishing it off at the hem, collar and cuffs, and a thoughtful designer had added only one fastening, and this at the back, so that the loose coat could fly open with every movement and reveal the embroidery on the dress underneath.

A feature of the three-piece costumes which are now taking the stage—especially those designed for the younger, rather than the older, set—are the capes. I have already written about these; as gradually, it would seem, ousting the coat from its place as complement of a three-piece costume.

Capotes certainly look very graceful, and suggest something of an old-world charm in a modern world of husk and jangle that is decidedly restful. One, in which was worked a pattern in deep brown shades; the cape, which was really more of a shawl than a cape, was in the same cloth.

Some of the capes on the other hand, are really capes, but are disguised in such a way that, at times, they deceive the casual observer into thinking they are coats. One of this variety of three-piece suits, I saw recently at a smart tea at the Carlton was in black crepe. The cape, which was in black crepe, was cut in the style of a coat, and the cape thus accompanied it for all the world like a coat caught in at the waist; as a matter of fact, the sleeves were straight pieces of material, pleated and then bordered with a thick fancy silk, imitating very cleverly astrakhan, which is a novelty that can now be purchased in most of the big shops. If preferred, a thick scottish braid line can be made to take the place of this imitation astrakhan fabric. In this straight strip of material, two slits were made through which to pass the arms, so that the cape effect was produced in front, and a coat effect at the back, because of a deep waist-band drawing in the straight strip at this point.

A feature of these costumes is the original cut of the skirt. Some of them are quite straight; others show a circular dip on the hips that some of the bigger houses started last Autumn; others—the more original ones—are provided with a certain fulness or a quantity of box pleat to give them width, the fulness always being drawn to the front, and the sides and back remaining quite plain. This is quite the latest in the matter of line for any style of frock (inspired, more than likely, by the renewed interest in which the late Lord Carnarvon's discoveries in Egypt has given birth) and is not wholly unbecoming, fantastic as it may seem; but the wearer needs to be fairly slim and to possess no hips to speak of. For a woman with a pronounced figure, such a line would be disastrous, and to be as strictly avoided as she would avoid crinolines or the like.

The simple little afternoon frocks which have been hidden away under fur coats and heavy cloth ones up till quite recently, are now to be seen peeping out from under silk coats or coats in a lighter weight of cloth, trimmed with heavy braid, bands of fur or passementerie.

Frocks such as these, destined only for wear at informal functions, are plain, straight and plentifully pleated, the fluff of pleats only being used. Fancy silks are employed more than any other materials, with a plain silk in a dominating shade forming a border, and, perhaps, a sash as a means of trimming. Sleeves are quite short in the more original types of frocks, but long and clinging closely to the arm in the more

disguised and quieter models. All are of a good length, the majority reaching below the ankle; but none up till now have dared to sweep the floor.

Full overskirts over lighter skirts beneath is one of the features of Paul Caret's collection, the top skirts being arranged as to suggest an idea of great fulness. The waist-line of these models is low.

Crope Georgette in a beautiful sand colour is being used more than it has ever been used before this season for the fashioning of afternoon frocks for middle-aged women. A charming model in this, which I saw at Philippon Gaston's was in a light shade of beige, with a complete overdress of lace in the same restful shade. It was draped at the sides, the Georgette underneath being draped in exactly the same folds, only a little less full. The overdress opened in front in a V, which was finished with a design worked in brown coloured beads.

Worth is making up black and white printed crepes into smart little afternoon frocks. They are fitted and draped on one or on both sides. Some have long, flowing sleeves; others are almost totally devoid of sleeves, following on the whim of the moment for all or nothing in the matter of sleeves. The length of these models is moderate, so that they look elegant in a reception-room and yet can be worn with comfort in the street.

## CUTICURA HEALS ITCHING BURNING

On Hands and Arms. Formed Blisters. Unable To Sleep.

"I burned my hands and arms causing terrible itching and burning which formed little blisters. I was unable to sleep nights. Through rubbing the blisters they broke, causing the skin to dry and crack, and my hands began to look awful."

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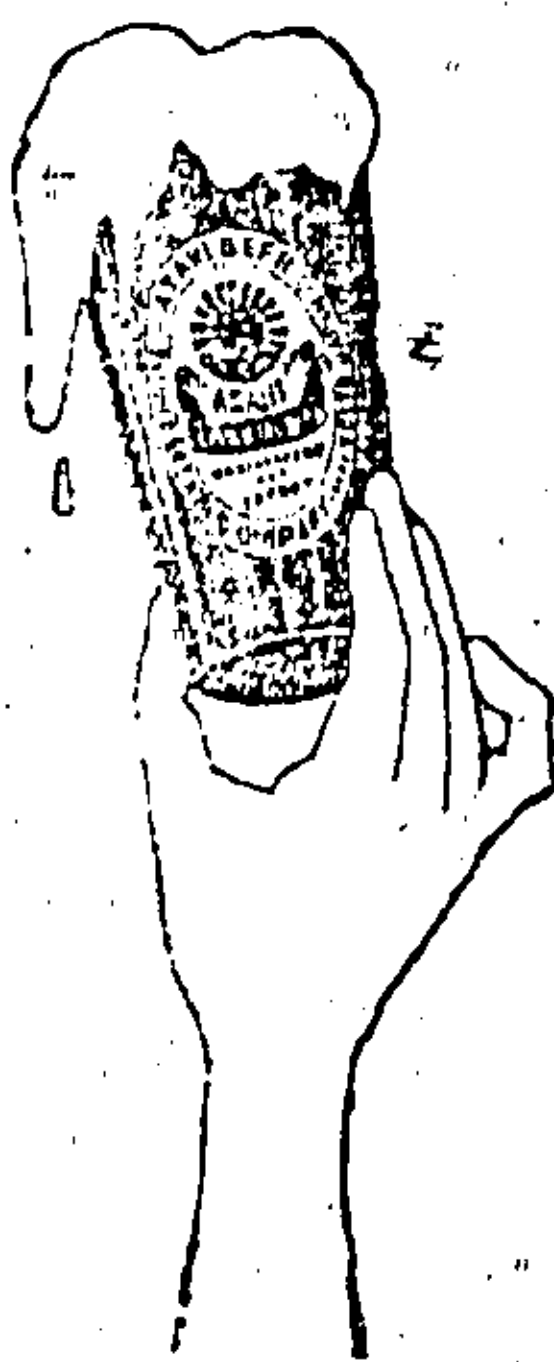
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## HUGO STINNES LINIEN

Regular Monthly Freight and Passenger Service between Japan, China, Hongkong, Manila and Straits and Hamburg and other North Continental Ports.

#### OUTWARD from Hamburg via Ports of Call

| Ship           | Tonnage, d.w. | Arrival           |
|----------------|---------------|-------------------|
| *Emil Kirdorf  | 9,000 tons    | 11th June         |
| *Schoer        | 9,000 tons    | Beginning of July |
| *Albert Vogler | 9,000 tons    |                   |
| *Carl Legien   | 9,000 tons    |                   |

#### HOMEWARD for Antwerp, Rotterdam and Hamburg

| Ship            | Tonnage, d.w. | Departure           |
|-----------------|---------------|---------------------|
| *Adolf von Bays | 9,000 tons    | 24th June           |
| *Emil Kirdorf   | 9,000 tons    | calling at Manila   |
| *Schoer         | 9,000 tons    | Middle of July      |
| *Albert Vogler  | 9,000 tons    | Beginning of August |
| *Carl Legien    | 9,000 tons    |                     |

\* These steamers are fitted with all comfort for the convenience of about 50 first class passengers.

† Cargo load.

#### AGENTS

REUTER, BROCKELMANN & CO.

25, Des Vaux Road Central.

Phone Central No. 478.

## KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

#### THE STRAITS SHIP

### "VAN OVERSTRATEN"

will be despatched to

SINGAPORE & BERAUAN-DELI Direct.

1st Class Fare to Singapore:—\$100.

This vessel offers excellent cabin accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy.

For Freight and passage apply to:—

JAVA-CHINA-JAPAN-LYN,

Telephone Central No. 1574

Agents

## THE EAST ASIATIC CO., LTD.

COPENHAGEN.

### The M/S. "MALAYA"

will be loading for MARSEILLES, DUNKIRK, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN PORTS.

About 26th June, 1923.

| Further Sailings | Expected on or about | Will leave homewardbound on or about |
|------------------|----------------------|--------------------------------------|
| M/S. "Panama"    | 30th May             | 6th July                             |
| M/S. "Bolivia"   | 10th July            | 17th August                          |
| M/S. "Australia" | 25th July            | 31st August                          |
| M/S. "Java"      | 25th August          | 30th September                       |
| M/S. "Africa"    | 10th September       | 16th October                         |
| M/S. "Chile"     | 10th October         | 16th November                        |

Subject to change without notice.

For further particulars please apply to:—

JOHN MANNERS & CO., LTD.

Agents

#### THE NEW HOLT LINER.

"DARDANUS" LAUNCHED AT BELFAST.

The Blue Funnel liner *Dardanus*, built to the order of Messrs. Alfred Holt and Co., Liverpool, by Messrs. Workman, Clark and Co., Ltd., Belfast Shipyard, was launched on April 18th, the naming ceremony being performed by Miss Mollie Boyd, daughter of Mr. William Boyd, managing director of the builders. At a luncheon afterwards Mr. William Boyd proposed the toast of the owners.

He said his firm were indissolubly linked in friendship with Messrs. Alfred Holt and Co. The tonnage Messrs. Workman, Clark and Co. had built for Messrs. Holt in ships of different sorts amounted to 200,000 tons, the *Dardanus* being the fifthth vessel.

Mr. Lawrence Holt, re-tying, said his firm and the builders' firm had been associated continuously for a great number of years, and at the present moment he believed they had some 25 sea-going vessels built in Belfast successfully trading in their fleet. That day they had put into the water the last ship which they had contracted between them. They did not see their way clear to follow it up with another. They, like all other shipowners and a great many other people, made the radical mistake of thinking that trade would be more prosperous and more progressive after the war than it had, in fact, been. The result was they had entered into commitments which exceeded their power to fulfil conveniently, and, being urgent in nature, they did not want either to pledge the future ability or to take any unduly optimistic view of the future. He believed the duty of every business man was to make the best of his contracts and try to fulfil them to the best of his ability. Having done that, they found themselves unable to give a further order for the time being.

#### THE VESSEL.

The principal dimensions of the *Dardanus* are: Length overall 470 ft., beam 58 ft., and depth 35 ft. 3 in. to upper deck. She has been specially designed by the owners for their Eastern trade, and to comply with their Board of Trade requirements for a passenger vessel. Her deadweight tonnage is about 9,300, her gross tonnage 7,700, and her registered tonnage 4,500. It is expected that she will have a speed of over 15 knots on trial. The vessel is subdivided by eight watertight bulkheads extending to the upper deck, and her six large holds are arranged for the carriage of general cargoes, two of the holds being built to carry oil or water ballast. The pilfaring arrangements are designed to obtain the maximum of space free from structural obstructions, thus providing stowage for bulky cargoes, such as machinery, locomotives, rails, timber, etc. The appliances for rapid loading and discharging are of the most up-to-date description, there being 20 derricks, each served by a powerful steam winch capable of taking loads of 5 to 10 tons. A special 40-ton derrick is also installed at the main hatch operated from a large hoisting barrel geared to the windlass. The propelling machinery adopted is the latest type of Brown Curtis geared turbines, developing 6,500 s.h.p., steam being supplied by two large double-ended boilers fitted for forced draught and with superheaters.

#### PASSENGER ACCOMMODATION.

Staterooms for saloon passengers are fitted amidships, while accommodation for officers, engineers and crew is on a specially good scale. Messrs. Holt's have a high reputation among seafaring men for their consideration of the comfort and welfare of the personnel of their large fleet. The tween-decks in fore-castle and bridge are arranged for the accommodation of pilgrim traffic, with a large hospital on the poop for their use. Separate galleys have been installed to cook for the different classes accommodated, and dry storerooms, including special refrigerated chambers, provided for the carriage of provisions. An ample supply of fresh water is carried. An up-to-date wireless telegraphy plant, emergency dynamo for use in the unlikely event of a breakdown in the main electric plant, boat accommodation for all on board, and many other features find place on the *Dardanus*.

#### NEW P. AND O. LINER.

THE "MALOJA" LAUNCHED AT BELFAST.

The *Maloja*, a twin-screw passenger liner of over 20,000 tons built by Messrs. Harland and Wolff, Ltd., Belfast, to the order of the P. and O. Company, was launched on April 18th, the ceremony of naming the vessel being performed by the Hon. Elin Mackay, daughter of Lord Inchiquin, Chairman of the Company. The *Maloja* and the sister-ship *Montana* recently launched are the largest vessels owned by the P. and O.

Speaking after the launch, Mr. Charles Payne, managing director of Messrs. Harland and Wolff, said the ship was the largest yet built for the P. and O. While costs were still high, every effort had been made by his firm on behalf of the shipowners to bring them down so that vessels could be operated on a paying basis. Mr. C. G. Deane, for the P. and O., said he felt that a wave of prosperity was coming, and he hoped it would soon develop.

#### GRIM JOKE'S TRAGIC CONSEQUENCES.

A message from Paris says that a Senegalese soldier ran amok with a knife in Marseilles. He killed three and wounded 10 of his comrades before he was overpowered. The occurrence was due to a grim practical joke played in dormitory of the barracks where the coloured troops were housed. The Senegalese soldier was aged 32, and only arrived five days before from Africa. Some comrades told him that he was going to be shot. This proved on the man's mind. He slept little and was weakened by terrible nightmares. When the bugle sounded the reveille on Sunday he armed himself with a knife, sprang at his comrades, and cut their throats. Three were killed in a few seconds and others were wounded before the Senegalese was overpowered.



### Your First Thought

Baby's welfare—that is your first thought. Much depends on his food! What will make Baby well and happy during the first three months will not suit him at the end of four or six months. The Allenburys Foods are scientifically adapted to Baby's growing needs. They contain graduated proportions of the elements essential to brain and body development from birth onwards.

### The Allenburys Foods

Make Baby Happy and Strong.

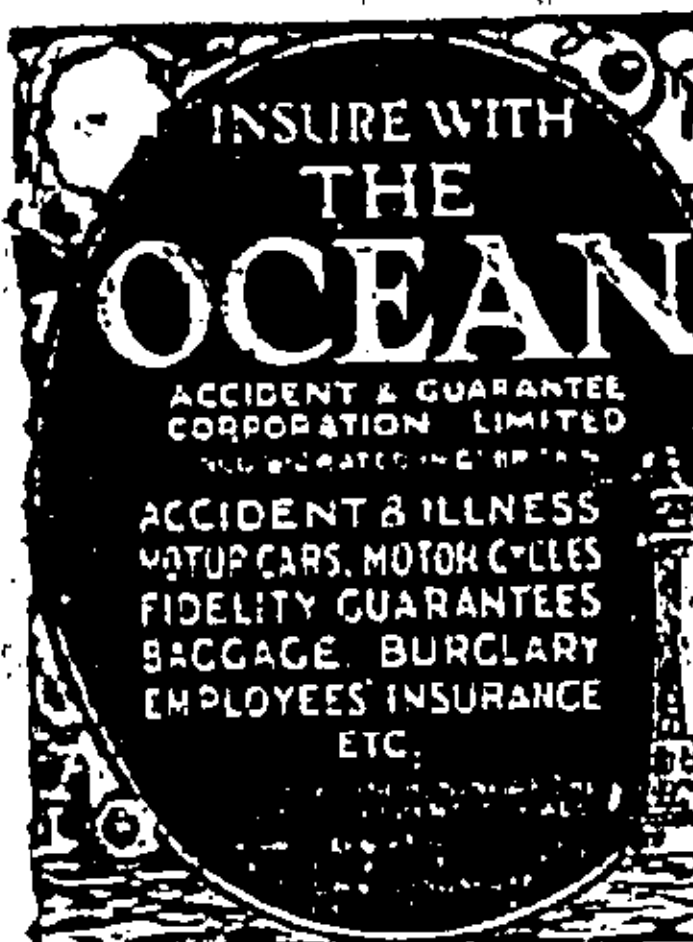
MILK POWDER No. 1. From birth to 1 month.

MILK POWDER No. 2. From 1 to 6 months.

MILK POWDER No. 3. From 6 months to 1 year.

Obtainable of all Chemists.

ALLEN & HANBURY LTD., London.



#### SHANGHAI OFFICE:—

6A, PARKING ROAD.

AGENTS for Hongkong and South China;

DODWELL & CO., LTD.

TELEPHONE C. 1030. 2, QUEEN'S BLD.



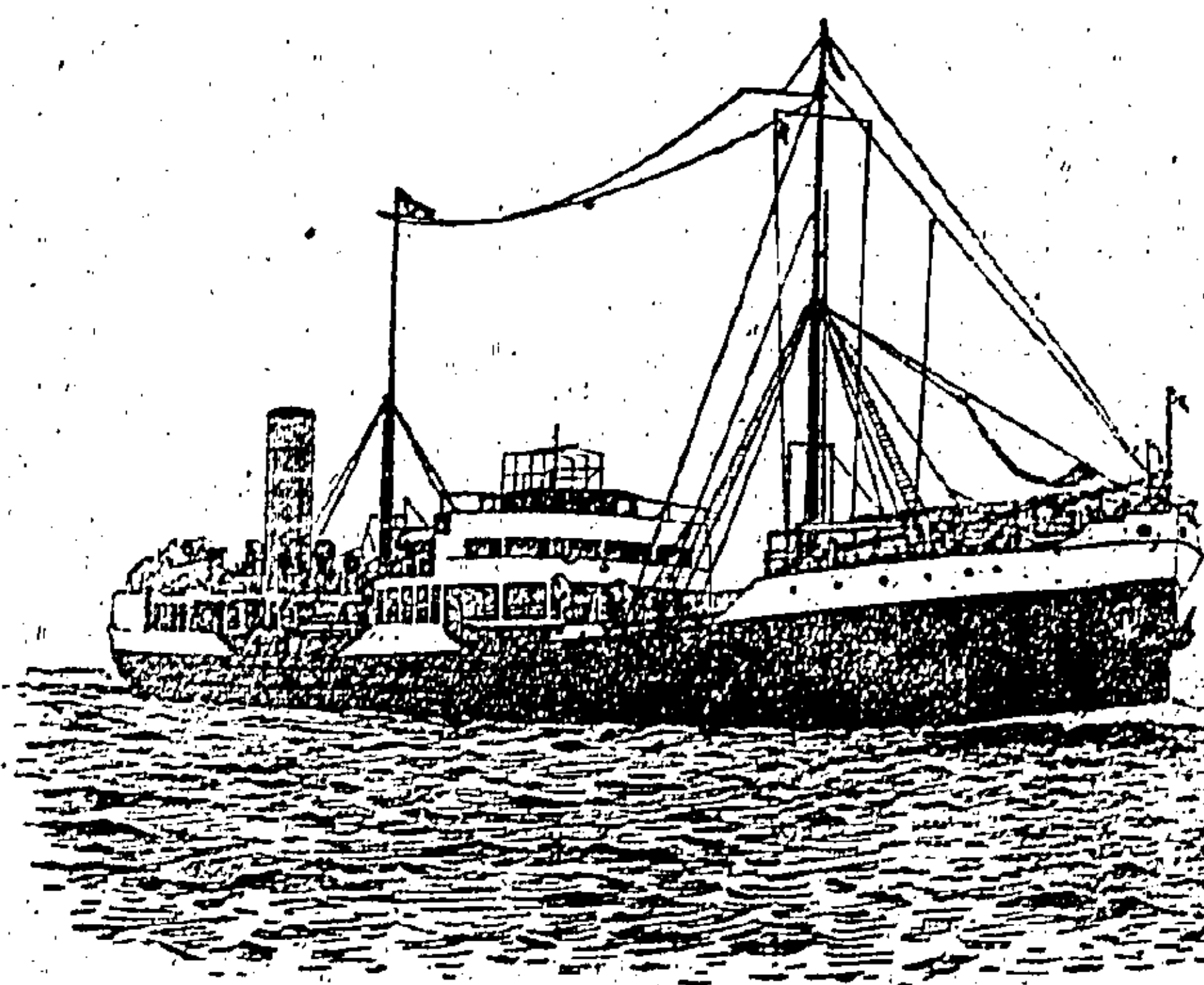
## THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition

Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians



### OIL TANK STEAMER "PALUDINA"

4270' x 58' x 31'0" x 8,400 tons d.w. x 3,300 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD. at KOWLOON DOCK to the order of THE ANGLO SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these WORKS to the same order.

Please address enquiries to the Chief Manager:

R. MDYER, B. Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.

## INDO-CHINA

### STRAM NAVIGATION COMPANY, LIMITED.

| SAILINGS            | SUBJECT TO ALTERATION. |                            |
|---------------------|------------------------|----------------------------|
| BANGKOK via SWATOW  | "CHANSANG"             | Tuesday, 29th May, Noon.   |
| TSINGTAU via SWATOW | "TAISANG"              | Tuesday, 29th May, Noon.   |
| HAIPHONG via HOIHOW | "LEESANG"              | Thursday, 31st May, 2 p.m. |
| STRAITS & CALCUTTA  | "HOSANG"               | Thursday, 31st May, 2 p.m. |
| SHANGHAI via SWATOW | "YUSANG"               | Friday, 1st June, Noon.    |
| MANILA              | "YUENSANG"             | Friday, 1st June, 3 p.m.   |
| KORE via MOJI       | "LAISANG"              | Friday, 1st June, 3 p.m.   |
| TIENTSIN            | "CHIPSING"             | Saturday, 2nd June, Noon.  |
| SHANGHAI via SWATOW | "WINGSANG"             | Sunday, 3rd June, 10 a.m.  |
| SHANGHAI via SWATOW | "TUNGSHING"            | Tuesday, 5th June, Noon.   |
| SANDAKAN            | "MAUSANG"              | Friday, 8th June, 2 p.m.   |
| SHANGHAI via SWATOW | "KWONGSANG"            | Sunday, 10th June, 11 a.m. |
| STRAITS & CALCUTTA  | "LAISANG"              | Monday, 18th June, 3 p.m.  |

**CALCUTTA LINE**—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

**SHANGHAI LINE**—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

**MANILA LINE**—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

**HAIPHONG LINE**—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

**BORNEO LINE**—Fortnightly sailings to and from Sandakan by two 15,000 ton steamers, "BINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken of through Bill of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

**TIENTSIN LINE**—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chedoc.

**BANGKOK LINE**—A weekly service is provided between Bangkok and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

## CALCUTTA LINE

s.s. "HOSANG" will be despatched on or about

Thursday, 31st May, at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to:—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGER.

TELEPHONE CENTRAL No. 15

## GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

### U.K.—STRAITS, CHINA & JAPAN SERVICE

#### OUTWARDS.

| Vessel           | Due Hongkong |
|------------------|--------------|
| "GLENARA"        | 4th June.    |
| "GLENIFFER"      | 18th June.   |
| "GLENARVONSHIRE" | 2nd July.    |
| "GLENBEG"        | 16th July.   |

| Vessel       | Leaves Hongkong  | Discharges                            |
|--------------|------------------|---------------------------------------|
| "GLENARIFFE" | 29th May, 5 p.m. | Genoa, London, Rotterdam and Hamburg. |
| "GLENAMOY"   | 2nd June.        | London, Rotterdam and Hamburg.        |
| "GLENAPP"    | 1st July.        | Genoa, London, Rotterdam and Hamburg. |

Movements are subject to change without notice. For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.,

The Glen Line, Ltd., AGENTS.

Telephone: Central No. 215 sub-ex. 23 and Central 3886







**"ELLERMAN LINE"**

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM &amp; CONTINENT SERVICE.

## OUTWARDS.

1. "CITY OF MANCHESTER" 29th June. ... Shanghai Kobe &amp; Yokohama.

## HOMEWARDS.

2. "CITY OF TOKIO" 28th June ... Marseilles, London & Antwerp & Hamburg.  
3. "CITY OF MANCHESTER" 17th July ... do.

## PASSAGE RATES TO LONDON.

A "Class Steamers" ... 1st Class £92.—2nd Class £62.  
B "Class Steamers" ... 1st Class £84.—2nd Class £56.  
C "Class Steamers" ... 1st Class £56.

N.B.—"C" Class Steamers carry those of the above type who have no room in the first few passengers, but do not carry Doctor or Stewards.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE, LTD.  
(Tel. Central 780)

HOLYOAK, MASSEY &amp; CO., LTD., CANTON.

## BOSTON AND NEW YORK

Joint Service of the

**"BLUE FUNNEL" LINE**

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AMERICAN & MANCHURIAN LINE  
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

## Sailings from Hongkong.

1. "OANFA" ... via Suez Canal ... 5th June.  
2. "CITY OF PITTSBURG" ... via Suez Canal ... 10th June.  
3. "KRENN" ... via Suez Canal ... 20th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—  
BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.)  
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.**M. MESSAGERIES MARITIMES**

SERVICES CONTRACTUELS

| Mail Steamers. | Next Sailings from Marseilles. | P.O. Arr. at Hongkong and Sailing for Shanghai and Japan. | Probable Sailing from Hongkong for Marseilles. |
|----------------|--------------------------------|-----------------------------------------------------------|------------------------------------------------|
| CORDILLERE     | —                              | —                                                         | 11th June                                      |
| ANGERS         | —                              | —                                                         | 18th June                                      |
| OHILI          | 4th May                        | 5th June                                                  | 25th July                                      |
| PORTHOS        | 18th May                       | 19th June                                                 | 23rd July                                      |
| ANGKOR         | 1st June                       | 3rd July                                                  | 6th Aug.                                       |
| ORAMBORD       | 15th June                      | 17th July                                                 | 20th Aug.                                      |

## RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) £55. 0s. 0d. B CLASS (1st Class) £50. 0s. 0d.  
STEAMERS (2nd Class) £62. 0s. 0d. STEAMERS (2nd Class) £52. 0s. 0d.

Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats)

1. "MEINAM" loading for HAYRE, ANTWERP &amp; DUNKIRK, about 20th May.

MESSAGERIES MARITIMES CO.,

Telephone: Central 740. 3, QUEEN'S BUILDING.  
12 CONSIGNATION—TRANSHIP—REPRESENTATION.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms.

Saloon and Excellent cuisine

FOR

## SWATOW, AMOY &amp; FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIHONG ... Capt. W. G. Farnmore ... Tuesday, 29th May, at 1 p.m.  
HAIPOONG ... Capt. Ellis Walker ... Friday, 1st June, at 12 Noon  
HAIHING ... Capt. J. S. Thomson ... Tuesday, 5th June, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAPIRAK & CO.,  
General Managers.

## JAPAN COAL

AND GENERAL IMPORTS &amp; EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.  
THE OSAKA MARINE & FIRE INSURANCE CO.

## MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO

No. 14, PEDDER ST., HONGKONG.

**P. & O., British India  
Apcar and  
Eastern & Australian  
Lines**

COMPANIES Incorporated in ENGLAND:

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,  
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING  
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,  
EGYPT, EUROPE, ETC.PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

| S.S.         | Tonnage | From Hongkong (about) | Destination                           |
|--------------|---------|-----------------------|---------------------------------------|
| "ALBION"     | 5,273   | 30th May, Noon        | Singapore, Penang & Bombay.           |
| "NYANZA"     | 7,000   | 30th May, 11 a.m.     | Marseilles, London & Antwerp.         |
| "SQUADON"    | 6,700   | 5th June              | Singapore, Penang, Colombo & Bombay.  |
| "JEYPORE"    | 5,318   | 12th June             | do.                                   |
| "SARDINIA"   | 6,580   | 13th June             | Marseilles, London & Antwerp.         |
| "DELTA"      | 6,097   | 27th June             | Bombay, Marseilles, London & Antwerp. |
| "SICILIA"    | 6,813   | 30th June             | Singapore, Penang, Colombo & Bombay.  |
| "VAIWA"      | 10,241  | 11th July             | Bombay, Marseilles, London & Antwerp. |
| "KIDDERPORE" | 5,234   | 15th July             | Singapore, Colombo & Bombay.          |
| "EVANHA"     | 6,099   | 25th July             | Marseilles, London & Antwerp.         |
| "FOUDAN"     | 6,696   | 30th July             | Singapore, Penang, Colombo & Bombay.  |
| "RHIVA"      | 9,017   | 8th Aug.              | Bombay, Marseilles, London & Antwerp. |
| "KAHMR"      | 8,841   | 23rd Aug.             | Marseilles, London & Antwerp.         |
| "SICILIA"    | 6,813   | 26th Aug.             | Singapore, Penang, Colombo & Bombay.  |
| "WAFEDONIA"  | 10,512  | 7th Sept.             | Bombay, Marseilles, London & Antwerp. |
| "DONGOLA"    | 3,066   | 21st Sept.            | Marseilles, London & Antwerp.         |
| "MANTUA"     | 10,902  | 24th Oct.             | Bombay, Marseilles, London & Antwerp. |
| "KARMALA"    | 9,098   | 19th Oct.             | Marseilles, London & Antwerp.         |

## BRITISH INDIA - APCAR SAILINGS

|         |       |           |                                 |
|---------|-------|-----------|---------------------------------|
| "MANUS" | 4,894 | 16th June | Calcutta via Singapore & Penang |
|---------|-------|-----------|---------------------------------|

## FASTERN &amp; AUSTRALIAN SAILINGS (South)

|           |       |                |                                                                              |
|-----------|-------|----------------|------------------------------------------------------------------------------|
| "FASTEEN" | 4,600 | 2nd June, Noon | (Mand. Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.) |
|-----------|-------|----------------|------------------------------------------------------------------------------|

Frequent connections from Australia, with the following—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)  
The P. & O. Branch Service of Steamers to London via the Cape.  
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

## SAILING TO SHANGHAI &amp; JAPAN

|           |        |                |                                  |
|-----------|--------|----------------|----------------------------------|
| "DEVANHA" | 8,092  | 2nd June, Noon | Shanghai, Moji, Kobe & Yokohama. |
| "ARAFURA" | 6,000  | 12th June      | Japan direct.                    |
| "MALWA"   | 10,941 | 17th June      | Shanghai only.                   |
| "SICILIA" | 6,813  | 18th June      | Shanghai only.                   |

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Penang must defray their own Hotel expenses at Singapore while waiting the on carrying steamer.

First Saloon Passengers may travel by R.M.S.N. Company's 5 steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. &amp; O. Tickets Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE &amp; CO.,

22, Des Voeux Road Central, HONGKONG. Agents.

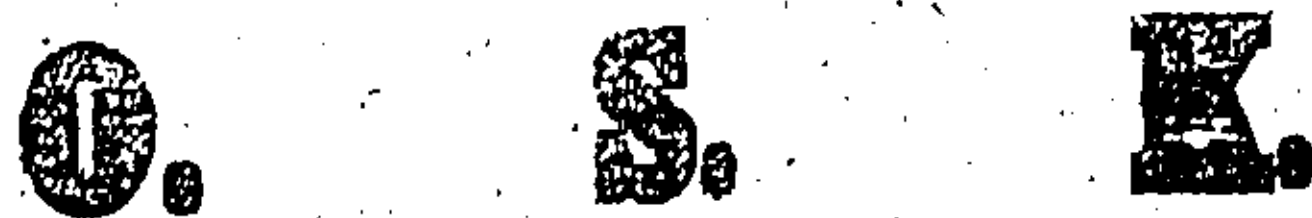
## PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON  
and  
NEW YORKS.S. "ROMAN PRINCE" ... on or about 19th June.  
S.S. "GAELIC PRINCE" ... on or about 1st July.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

Telephone: Central 3185 (Incorporated in Great Britain)  
Telegrams (Furness) St. George's BuildingSAILINGS FROM HONGKONG SUBJECT TO ALTERATION  
LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.

RIO DE JANEIRO, SANTOS &amp; BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown—Passenger Service.

PANAMA MARU ... Friday, 1st June

COMBAY—fortnightly service via Singapore and Colombo.

ALTAI MARU (calling at Penang) ... Tuesday, 5th June

ANDES MARU ... Thursday, 21st June

SAIGON, BANGKOK &amp; SINGAPORE—Regular monthly Passenger Service.

KISHU MARU ... 1st June

CALCUTTA—Monthly Service via Singapore and Rangoon.

HONOLULU MARU ... Thursday, 7th June

VICTORIA, EATLE, TACOMA &amp; VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND POINTS U.S.A. &amp; CANADA—Passenger Service.

HAWAII MARU ... Sunday, 3rd June

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

HAMBURG MARU ... Saturday, 7th July

JAPAN PORTS—Shanghai, Dairen, Kobe &amp; Yokohama.

ANGUS MARU ... Sunday, 1st July

KEELUNG via SWATOW &amp; AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

KAIJO MARU ... Every Sunday, Noon.

AMAKUBA MARU ... Thursday, 7th June

SOBU MARU ... Thursday, 7th June

For sailing dates and further particulars please apply to—  
Tel. Central No. 4080. E. SHIMA, Manager.**C. N. C.  
CHINA NAVIGATION CO., LTD.**

## SAILINGS SUBJECT TO ALTERATIONS.

| For                          | Steamer     | To Sail              |
|------------------------------|-------------|----------------------|
| SWATOW & BANGKOK             | "KALGAN"    | On 29th May, Noon.   |
| MANILA                       | "TEAN"      | On 29th May, 4 p.m.  |
| SHANGHAI & FUKOW             | "LIANGCHOW" | On 29th May, 4 p.m.  |
| AMOY & SHANGHAI              | "SOOCHOW"   | On 29th May, 4 p.m.  |
| SWATOW & SHANGHAI            | "SUIYANG"   | On 31st May, Noon.   |
| WEIHAIWEI, CHEFOO & TIENHSIN | "HUICHOW"   | On 2nd June, Noon.   |
| SHANGHAI & TSINGTAO          | "KWEIANG"   | On 2nd June, 4 p.m.  |
| SWATOW & SINGAPORE           | "CHENAN"    | On 3rd June, Noon.   |
| HOIHOW & BANGKOK             | "SZECHUEN"  | On 4th June, 10 a.m. |
| AMOY & SHANGHAI              | "KANGTUNG"  | On 5th June, D.L.    |
| SWATOW & BANGKOK             | "KANGTUNG"  | On 5th June, Noon.   |

Excellent Saloon accommodation and ships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pukow), Tuesdays and Saturdays (extending to Yangtze and North China ports). Passengers for Shanghai do not require to tranship at Woosung.

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HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

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| Steamer | From Hongkong to Australia | Leave Hongkong for Manila, Fardak, and Aus. Ports. |
|---------|----------------------------|----------------------------------------------------|
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This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand &amp; Tasmanian Ports.

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OPERATING U.S. GOVERNMENT SHIPS.

## EXPRESS FREIGHT SERVICE.

## TO LOS ANGELES AND SAN FRANCISCO

## FROM HONGKONG BY DIRECT ROUTE.

|                   |                |           |
|-------------------|----------------|-----------|
| S.S. "Doylestown" | Due Hongkong   | In port.  |
| U.S.S. "Muras"    | Leave Hongkong | 18th June |
|                   | Due Hongkong   | 24th June |
|                   | Leave Hongkong | 25th June |

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

## TO MANILA, CEBU, ILOILO AND ZAMBOANGA.

U.S.S. "West Cactus" ... Due Hongkong In port. Leave Hongkong 30th May.

## TO MANILA AND SINGAPORE.

U.S.S. "West Ivan" ... Due Hongkong 12th June. Leave Hongkong 13th June.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVING.

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INDO-CHINA-STRAITS & JAVA.

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## REGULAR SAILINGS TO NEW YORK &amp; BOSTON

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1. "KENDAL CASTLE" ... sailing on or about 5th June.  
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2. "PIRELLA" ... sailing on or about 28th June.

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1. "PIRELLA" ... sailing on or about 30th May.

Passengers' Luggage can be insured at the Office of the Agents.

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From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

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Through Bills of Lading issued from Hongkong.

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